

Letter heads

Navy News wishes all its readers a Happy Christmas — as do the ship's company of HMS Invincible, whose white hats spelled out a seasonal message on the way home from the Mediterranean.

On duty this festive season are HMS Birmingham, Sheffield and Hermione (Armillar Patrol); HMS Jupiter, Dumbarton Castle and Polar Circle and RFA's Grey Rover and Diligence (South Atlantic); HMS Avenger and RFA Oakleaf (West Indies); HMS Alderney and Jersey (Fishery Protection); and HMS Stirling (Hong Kong contingency ship).



Mail ordered by numbers

TO EASE electronic sorting of Royal Navy mail, all HM ships and naval parties are to have three-digit BFPO numbers.

From next Spring these numbers should be used to ensure quickest and most efficient despatch of mail. People are encouraged to use them from January so they are used to the procedure by the time it goes "live" on April 1.

In February the Postal and Courier Depot, Royal Engineers, Mill Hill, will take delivery of the electronic letter sorting machine and associated equipment which will enable letter mail to be sorted automatically.

The ship's name will still form part of the address — only change involved is that BFPO XXX will replace BFPO Ships. For example: RPO Buoy L. D123456J, HMS Afloat, BFPO 499.

The list showing the number allocated to each ship has been distributed throughout the Navy and will be published in our January edition.

Wrens go on gold standard

DRAWING closer still to RN style, blue-badge Wrens are going gold and red.

From April 1 WRNS and WRNR officers will wear RN gold lace, including executive curl and insignia, on their uniform, while the ratings will wear gold or red badges.

The new style has been approved by the Queen on the recommendation of the Admiralty Board.

Exception

For a transitional period Jan. 1-March 31 either blue braid/badges or gold lace/gold or red badges may be worn. The only exception after April 1 is that ratings may continue to wear blue badges with No 2 uniform until Jan 1 1993, subject to availability.

Full details of the changes and of issue arrangements will be published in DCIs.

Buffet royal

The Prince and Princess of Wales will officially open the China Fleet Country Club at Saltash on December 5 and attend a buffet lunch for guests and members.

Portland pictures fit the bill

SURGING purposefully through the waves off Portland Bill, HMS Edinburgh provides an impressive picture taken by LA(Phot) James Gibson and part of the set entered by HMS Osprey in the Royal Navy Photographic Branch's annual competition.

The Portland base took the Peregrine Trophy for best portfolio and the HMS Edinburgh photograph also won the Maritime Trophy for best ship or aircraft picture.

A selection of the best entries in the competition, and full results, will be published in the January edition.

400 IN OPT OUT CALL

REDUCING requirement will mean the loss of about 400 officer and rating posts in Phase 1 of the Royal Navy's redundancy programme resulting from Options for Change. Personnel have until January 15 to submit redundancy applications.

The need is to lose the posts of about 30 Captains, 50 Commanders and 320 Warrant Offi-

Some redundancies may be forced

cers, CPOs and POs. In a message to the Fleet, the Second Sea Lord (Admiral Sir Michael Livesey) said, "It is hoped to achieve the reduction in manpower

through individual applications. However, as it is essential to retain a proper balance of skills, seniorities and experience, some compulsory redundancies may be necessary."

With a reduction in naval strength to about 55,000 by 1995, the aim is to reduce overbearings in both the short and medium term so that strength matches the requirement, with a satisfactory spread of ages and seniorities.

This means it will be necessary to include in the programme officers and ratings with significant time to serve as well as those nearer retirement.

If applicants in a particular category are predominantly those with a short time to serve, it may be necessary to reject their applications and make redundant others who have a significant time remaining to serve.

The first two phases of the programme are planned for financial years 1992-93 and 1993-94, and there may be one or more follow-on phases.

Redundancy is regarded as compulsory retirement for both applicants and non-applicants who are selected. The terms include a special compensation payment (up to 18 months pay depending on years to serve and/or years of service given), and, for those with at least 12 years qualifying service, imme-



Watch this space . . .

Why there's no room to spare for Dryad's OOWs

AS the Soviet threat receded this year, HMS Dryad's Officer of the Watch Course found itself with a bit more room to manoeuvre.

So tight are the budgets on time and money these days that training in this most vital professional aspect of a seaman officer's career is increasingly kept down to essentials — there is "simply no place for the 'nice to have but not absolutely necessary' any more."

And so, into a hole made by pruning background lectures on a red menace now shaded medium pink was dropped an introductory package on amphibious warfare.

"However expert the RN may be in this field, we've been rather late in introducing its complexities into officers' training — so it was seen as a valuable enhancement to the overall course package," says the Staff Officer Junior Officers Training, Lieut.-Cdr Pat Lyster-Todd.

Being an OOW in the 1990s demands an ever-firmer all-round grasp of the business of running a warship. Navigation, the ability to handle charts, tides and currents, remain an absolute cornerstone — but lately the need to enhance "bridgemanship" or bridge management has been seen as almost as important.

High calibre

"This was once deemed to come with experience — which was all right when the ships were less complicated and the Young Officer spent more time at sea than he does now. But there's now no way he can hope to pick up the techniques of running a ship's bridge as he goes along."

So now the School of Maritime Operations employs computers to let him play out the roles of Captain, Principal Warfare Officer and other members of the Command Team so that when he is on the bridge and listening in on their discussions he will be able to ensure that the ship is safely able to carry out all their aims — which is, as ever, his chief concern as Officer of the Watch.

When the Commanding Officer of a ship awards the young man (or woman — Dryad is starting to take a number of girls through OOW) a Bridge Watchkeeping Certificate, he is saying: "I'm happy for you to stand in for me on the bridge and see the ship from A to B" in whatever circumstances — whether on

passage, on a major exercise or war.

The officer thus entrusted with the safety of several hundred million pounds worth of warship and her entire company might be barely 21 years old, for his passage through Dartmouth, Fleet Training and the OOW Course only takes up a couple of years. Graduates who have entered via University cadships, direct graduate entry or with "Dartman" degrees may be a little older, but not much.

It is an awesome responsibility that has no counterpart in the other two Services and is bound to bring a lot of job satisfaction.

"That is an aspect of Naval life we've not been very good at selling — and when we have to compete in the job market for all the other high calibre young men and women then we should be.

"Very few have much appreciation of what the OOW's



job actually entails when they come to us. They don't get a lot of responsibility during the Fleet Training period because there's so much to cram in — though they will have got a better feel for things in the smaller ships, doing patrol work and running in and out of small ports, than they will have done if they'd done their time in a carrier, where the opportunities for getting on

the bridge and working from the front are fewer.

"If they do manage a stint on a carrier bridge they soon learn it's not just a question of standing up there and posing. Their brains have to be racing ahead all the time — 'Are we on track? What's this ship doing? Is it going to follow the Rules of the Road? When do I call the Captain...?'



The course itself lasts a bare 16 weeks and each year Dryad runs about a dozen for 10-18 students at a time. They face a total of seven modules:

- Navigation theory, communications, Fleetwork and bridge management at HMS Mercury with a week's sea assessment in MV Northella.

- Warfare, with training sessions in the tactical warfare simulator; at HMS Collingwood for an introduction to explosives safety; and at HMS Nelson (Gunwharf) for mine warfare.

- Ratings Leadership training at HMS Royal Arthur — including a two-day trek in the Black Mountains.

- Nuclear, biological and chemical defence and damage control at Phoenix ("getting gassed, drenched and smoked").

- Divisional and Management at Whale Island.

- Supply and Secretariat at HMS Raleigh.

- Naval military training at HMS Cambridge.

It is not all work — much emphasis is placed on sport and charity events and a P & O Merchant Acquaint Trip is available to members of all courses who want to learn more about the Merchant Navy at first hand ("and earn themselves free passage to France for the week-end").

Fast-moving

At the end of it all, many of the Young Officers will begin pre-joining training to prepare them for a particular job or ship, some will go to the Fighter Control School and others will arrive at HMS Dolphin to start submarine training.

Either way, almost all of them will soon be taking on their first genuine load of responsibilities and duties, as fledgling Officers of the Watch, as Officers of the Day and as Divisional Officers.

The basic skill of an OOW remains the same — the abi-

lity to act safely in a fast-moving situation.

"But that situation can move far faster than it ever did in the days of the battleships. The environment has changed — and the equipment and the men have changed beyond measure.

Foundation

"Ships can be wielded as a military tool with far more force — but they are as complex as they are capable and that calls for an individual whose breadth of knowledge is correspondingly much wider. He must have an awareness of all the ship's weapon systems and the tactics and procedures that go with them — because in a war scenario exercise the OOW is very much part of the Command team.

"It's your final professional training before you join the Fleet as a member of the trained strength — and it's the foundation of your future career."

● Above: Line of duty — Sub-Lieut. Lord Montgomerie, son and heir of the 18th Earl of Eglinton and Winton, practises navigation off the Needles. Inset — MV Northella in harm's way . . .

● Left: Delicate bridgework — Lieut. Bill Collins and Sub-Lieuts. Ken Houlberg and Tom Corbett act out the roles of Captain, Principal Warfare Officer and Officer of the Watch on the Cunningham building computer simulator, aided by Wren Debbie Lane.

● Below: Sub-Lieut. Tim Peacock briefs Lieut.-Cdr. Douglas Sewell, OIC of Naval Party 1020 in MV Northella, on a novel scheme for entering harbour.



Southlant pair home

Highlight of HMS Alacrity's latest Southlant patrol — she arrives home at Devonport later this month after over six months away — was a four-day visit to Punta Arenas in Chile.

The ship was made very welcome by the Chilean Navy and locals alike and rounded off a packed social and sporting programme by exiting through the Magellan Straits and rounding Cape Horn.

She lived up to her motto "I hasten to help" when she was called to provide a casevac from South Georgia, where a young soldier needed urgent medical attention. Once in range she launched her Lynx helicopter, later handing over the sick man to an RAF Sea King from Mount Pleasant who flew him on the last leg of an 800 mile journey to hospital.

HMS Alacrity conducted memorial services for HMS Coventry, Ardent and Antelope while on patrol and while in San Carlos Water her divers, led by Sub-Lieut. Lloyd Robinson, replaced the Antelope's ensign.

Smuggling

She handed over to HMS Jupiter off Uruguay on October 26 and stopped off at Montevideo and Barbados on the way to take part in anti-drug smuggling operations in the Caribbean.

Last port of call before the voyage home was Fort Lauderdale, Florida, where 45 of the Ship's Company's wives and girlfriends flew out to join them for a nine-day break.

● AFTER three years service in the South Atlantic as Falkland Islands Patrol Ship, HMS Leeds Castle has returned to her home port of Rosyth.

Although her ship's company has been changed at regular intervals during this period the vessel herself has been continually at sea, so for the next three months she will undergo major maintenance work before once more taking up duties with Rosyth's Fishery Protection Squadron, operating around the coasts of Britain.

She has been replaced by her sister ship, the offshore patrol vessel HMS Dumbarton Castle.

Below: HMS Alacrity weathers the South Atlantic's worst.



THE DARING DUCHESS

Brightening the bridge of HMS Upholder during a day at sea off Portsmouth was The Duchess of Kent, who launched the submarine in 1986.

Arriving at HMS Nelson (Gunwharf) in a helicopter of the Queen's Flight, the Royal visitor made a boat transfer to the Upholder off Haslar Creek, where the first of the Navy's new class of conventional diesel-electric subma-

ines is based with the First Submarine Squadron.

She is seen here with her Lady-in-Waiting, Mrs Clare Wilmot-Sitwell, commanding officer Lieut.-Cdr. Ian Stallion (right) and navigating officer Lieut. Mark Merrifield.

The Upholder spent some time dived off the Isle of Wight before returning to base in the early evening.



Drugs baron kept at bay

WHEN a South American drugs baron accused of a multi-million dollar cocaine smuggling operation escaped from prison on Grand Turk Island in the West Indies, HMS Amazon was called in by the U.S. Coastguard in efforts to prevent his fleeing the area.

The Type 21 Frigate patrolled off the coast, using her searchlights, radar and helicopter for surveillance until, unable to make his escape, the suspect was finally arrested after six days, holed up in the attic of an abandoned house on the island.

IN BRIEF

THE Mess President from HMS Nelson would like to hear from Warrant and Chief Petty Officers who celebrated Pickle Night — the anniversary of HMS Pickle's arrival at Falmouth with the first news of the Battle of Trafalgar — last month.

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The Mexican Naval Attache to the UK, Admiral Tomas Ortega Bertrand, with his counterparts from India, Canada, Finland, Oman, Spain and the Netherlands, visited the Royal Navy Gunnery School at HMS Cambridge, Wembury.

□ □ □

HM Submarine Onyx has left Gosport for Birkenhead where she is to form part of a permanent exhibit with fellow Falklands survivor HMS Plymouth.

□ □ □

A battle ensign flown by HMS Lion at the Battle of Jutland has been presented to Britannia Royal Naval College by a former cadet.

□ □ □

Three members of the Honourable Company of Coachmakers and Coachharness Makers took passage in HMS Boxer, their adopted ship, when she visited Gibraltar.

□ □ □

Surgeon Lieut.-Cdr Paul Kemp won the 1991 Royal Navy Chess Championships held at HMS Sultan. Cdr Laurie Brokenshire was quick-play champion.

Up the Rock with Francis

"Titter ye not!" Frankie Howard ordered the Ship's Company of HMS Ark Royal.

But the 500 sailors packed into the carrier's hangar found the veteran comic's unique line of patter as irresistible as ever when Central TV recorded him in action at Gibraltar.

After the show — to be screened next Spring — Central

added to their enjoyment by presenting a cheque for £2,000 to the ship's welfare fund.

The Ark was making her last port of call before returning to the UK after at the end of her Autumn Westlant deployment.

On her return to Portsmouth the Ark had another VIP visitor — The Queen Mother, who launched the ship in 1985.

Presentation team Spring tour dates

AIM of the RN Presentation Team is to provide the public with information on the Royal Navy by explaining to audiences throughout the UK our national dependence on use of the sea, potential threats, and UK and NATO defence policies.

The 45-minute talk, with film sequences and slides, is followed by a half-hour period for questions and discussion.

For the Spring programme the team will be commanded by Capt. Richard Phillips, with the second team led by Cdr. Chris Clayton.

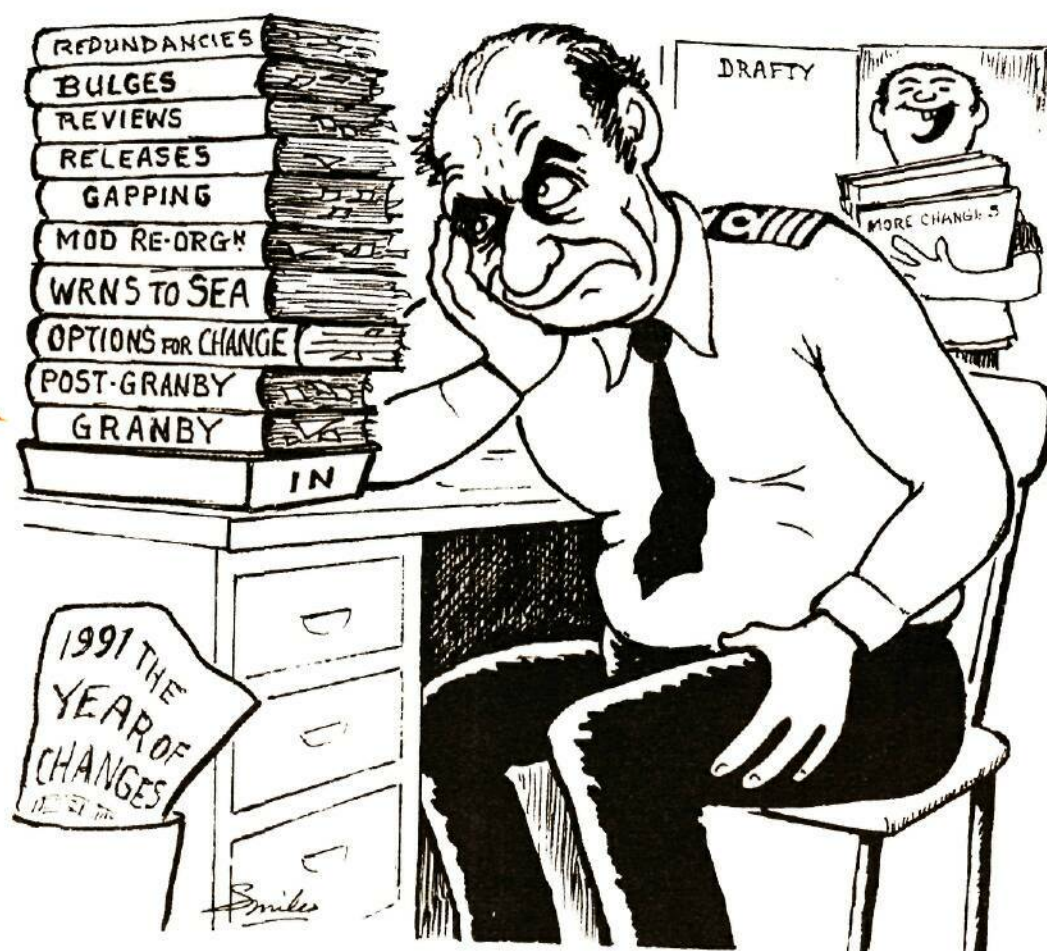
For the civic programme (detailed below) the evenings start with drinks receptions, and coffee is available at the end. Some of the later venues have yet to be confirmed, so it is worth checking with the RNPT office before the events, which will also be advertised in the local media.

Request for further details and tickets should go to: Team Staff Officer, RN Presentation Team, Room 2120, St Christopher House, Southwark Street, London SE1 0TD (Tel: 071-921-2056. Fax: 071-921-1356).

Spring civic programme:

January: 15 Aylesbury, 16 Brighton, 23 Crawley, 23 Newbury.
February: 4 Bournemouth, 6 Falmouth, 11 Weston-super-Mare, 13 Cirencester, 25 Keswick, 27 Kendal, 27 Port St Mary, Isle of Man.
March: 3 Oldham (tbc), 4 Bebbington, 16 Carmarthen (tbc), 17 Bromsgrove, 18 Solihull, 19 Dartford, 23 Aberystwyth (tbc), 24 Telford, 25 Newport, Gwent (tbc), 26 Stoke-on-Trent.

1991 — Year of changes



"Variety is the spice of life, they say, Sir!"

20% (wo)manning is the aim

A WORD now on one of the most significant events in recent RN history — the WRNS to sea ...

The HMS Brilliant Wrens led the way with the mixed-complementing programme in October 1990, closely followed by HMS Invincible in November. Since then the programme has moved on apace and by the end of 1991 some 14 ships will be mix-manned with over 380 girls at sea, 10 of whom are senior rates serving in HMS ships Invincible, Ark Royal and Fearless. Other ships will be complemented for female senior rates as more WRNS senior rates become available

through the advancement process.

The programme has not been without difficulties but the very positive attitude and flexible approach by ships, DNMP and NDD led to a most successful beginning. One of the minor teething problems was to find sufficient Leading Wrens to meet the sea requirement. This has been largely overcome by adjusting Schemes of Complement to match the number of LWREN volunteers. The long term plan is that any billet in a

ship's Scheme of Complement will be able to be filled by a male or female, the only constraint being the amount of female accommodation available on board (about 20 per cent). Integration into ships' companies has gone remarkably well to date, the girls have been made welcome and have responded to the change of environment, quickly mastering shipborne routines. In 1992 a further four ships join the programme, making a total of 18 ships with over 450 girls at sea.

SOMETIMES I become a little weary at Christmas with the inevitable media "Review of the year/decade/sport" but I must acknowledge that 1991 will be fascinating — the Gulf War, a new Prime Minister, the changes in the USSR, Yugoslavia, etc.

On a more prosaic level, it has been turbulent for the RN and Drafting too — GRANBY and its aftermath, Options for Change, WRNS to sea, busy reorganisations in the Ministry of Defence. Has anyone actually seen the goalposts? They were here a little while ago but perhaps someone has removed them?!



Roadshow review

Over the last year we have conducted a series of Roadshows in both ships and shore establishments and I welcome the opportunity to pass on as much as I know during our visits. In fact, they have become a very valuable source of two way information and, in reviewing 1991, it is worth reporting on just some of the regular items raised:

Inequality in Advancement Rosters. The speed of any roster is solely dependent upon the requirement: personnel are advanced when a vacancy occurs. If no-one at the top leaves, then no-one can be advanced. I sympathise with those with slow advancement rosters but, with 140 plus, we would be in a mess if rosters progressed at the same speed.

Personnel Joining Without PJTs. Drafty makes every effort to ensure that PJTs are completed prior to joining but even though draft orders are issued six months ahead, it is sometimes not possible to book places on some courses which are heavily over-subscribed. Tier 1 and 2 training is the most difficult as courses are booked to capacity well ahead with Minor War Vessels being given priority. Larger ships are then left with the additional local training load — not ideal — but I can assure you that efforts are being taken to improve the situation.

Gaps — When Will They Disappear? They never will — completely. But, following Options for Change and the earlier demise of some of our older ships, it is confidently envisaged that by April 1993 there will be sufficient manpower to ensure gapping is minimal.

The Effect of Reducing Manpower. At the beginning of 1991, we welcomed anyone extending in the service. The pendulum has swung the other way completely and everyone must be aware that extensions to service are now very carefully controlled, withdrawing notice is NOT a foregone conclusion and the numbers being advanced/promoted will be substantially reduced in the future.



"Bare your soul to them, I said!"

Change for the better

Spike Milligan reputedly wrote:

Posting is an evil ritual; it was with devilish glee that one unit would pass on to another a soldier who they knew to be bloody useless. However, to keep the joke going, these failures were never discharged, just posted. There must have been, at one time, thousands of these idiots, all in a state of permanent transit, spending most of their life on lorries. Lots gave lorry numbers as a forwarding address. Hundreds spent the duration on board lorries, seven were even buried on them. There is a legend that the last of these idiots was discovered as late as 1949, living on the tail-board of a burnt-out ammunition lorry in a Wadi near Alamein. When located, he was naked, save for a vest and one sock; he said he was "waiting to be posted".

Unloved?

I am glad to say that the RN doesn't nowadays have many who are "bloody useless" and anyway, we have learnt a little since the Second World War. I trust there is no-one out there feeling unloved. If so, you are not filling in your DPF ...

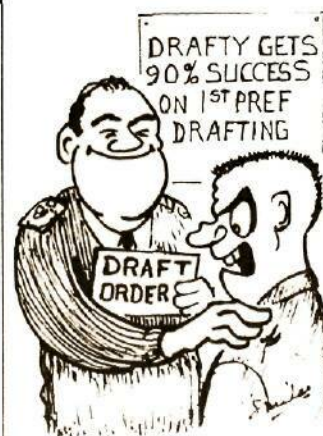
Target

Those who are convinced that their DPCs/DPFs and C240s get ditched en route to

Centurion may wish to know Drafty is still required to put as many ratings as possible into first preference drafts. Furthermore we have a target figure to be achieved and currently that figure stands at 90 per cent of all drafts. But, and it's a big but, our ability to achieve that figure is largely dependent on you. Accurate DPCs are essential: it's one of the few pieces of paper that we receive from our customers yet it is upon the DPC that the success of our efforts depend. And, for the DOs among you, please remember that the next two years or so in the life of your man may depend on what you write or even on whether you have checked that DPCs are submitted at the correct times.

Children

As an aside, parents with children aged 14 to 16 should think very carefully about GCSE with its greatly increased assessed course work. Moving house during this two-year period is now even more inconvenient from a child's point of view — so make sure you include relevant details on DPFs.



"Don't tell me ...!"

Finally, from me, and on behalf of everyone in drafting division best wishes to you and your families for Christmas and the New Year, wherever you may be.

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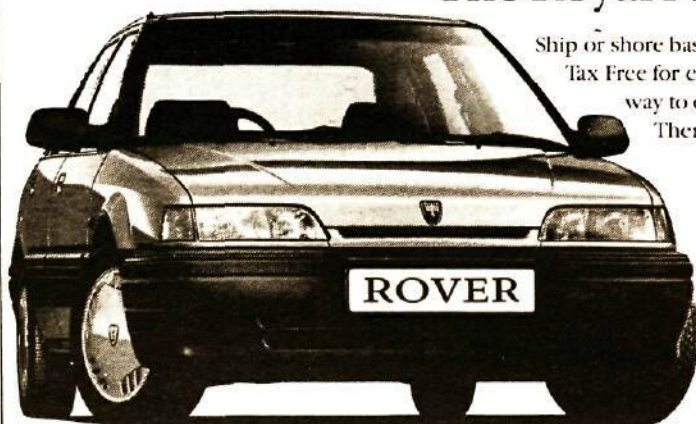
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Facts and figures

Length: 412 ft. Beam: 47 ft. Displacement: 3,800 tons. Ship's company: 301. Main machinery: Two 25,000 shp Rolls Royce Olympus gas turbines for full power. Two 4,800 shp Rolls Royce gas turbines for cruising. Controllable pitch propellers on each side of the two shafts for manoeuvring. Speed: In excess of 28 knots. Range: 4,000 miles at 18 knots. Helicopters: One Westland Lynx HAS 2/3. Motto: *Semper fidelis*: Always faithful.

Welcomed home by Churchill

A CRUISER with six 8-inch guns and four 4-inch guns, the fourth HMS Exeter was laid down in Devonport Dockyard in 1928 and commissioned in July 1931.

Displacing 8,400 tons, her ship's company varied between 600 and 630 officers and ratings. On December 13 1939 she fought in the Battle of the River Plate, which resulted in the sinking of the German battleship Admiral Graf Spee.

Despite having sustained extensive damage and the loss of 61 officers and men (and 23 wounded), she completed the 1,200 mile journey to the Falkland Islands on December 16. There her crew plugged and patched holes, rigged jury aerials, repaired equipment and as far as facilities permitted made the ship ready for sea.

One current rumour was that the Exeter would be abandoned as a rusting hulk alongside the iron steamship Great Britain, but Winston Churchill would have none of it.

Singapore

On St Valentine's Day 1940 HMS Exeter sailed into Plymouth Sound to an enormous welcome, not least from Mr Churchill himself. Following repairs and modernisation, she carried out some patrol and troop convoy work being summoned to Singapore to join HM ships Prince of Wales and Repulse. But before she could join them they were sunk.

As Singapore fell she was at sea in a combined force seeking to destroy enemy transports approaching Sumatra and these operations came to a head at the Battle of the Java Sea, on March 1 1942 when she was sunk by the Japanese — as was every ship of the combined Dutch, American, Australian and British Force.

In fact, the Exeter was not quite sunk; on realising it was no longer possible to save his ship, Capt. Gordon ordered the flooding valves and sea cocks to be opened, the small charges in the shaft passages to be exploded and the order "Abandon Ship" to be given.

The present HMS Exeter has also had a wartime role to play — winning a battle honour for her part in the Falklands Conflict.

First HMS Exeter was a Third Rate of 70 guns launched in 1680. The second was a Fourth Rate of 60 guns built at Portsmouth Dockyard and launched in 1697. She was succeeded in the name by another Third Rate, this time of 64 guns, built at Chatham and launched in 1763.

She fought against the French in the Battle of Ushant in July 1778 and took part in operations against the French around India between 1779 and 1783, earning her first battle honours at Sadras, Providien, Nagapatam and Trincomalee.

Sadras 1782, Providien 1782, Negapatam 1782, Trincomalee 1782, River Plate 1939, Sunda Strait 1942, Falkland Islands 1982.



Ships of the Royal Navy

No. 433



Above: HMS Exeter, a powerful and cost effective platform for the Royal Navy's latest weapons systems.

Here's looking at you, HMS Exeter

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

BEFORE returning home to Portsmouth in time for Christmas, Type 42 destroyer HMS Exeter will travel from Casablanca on a defence sales mission to Liverpool on a visit.

In between, her current deployment will also include firings in the Gibraltar exercise areas, an exercise off the north of Scotland and navigation training.

The Royal Navy's Type 42s form the backbone of the Fleet's anti-air warfare forces. They are also equipped to deal effectively with surface and submarine targets.

HMS Exeter is the seventh of the class to enter service and the fifth RN ship to bear the name. She was laid down in July 1976, launched in April 1978 at Swan Hunter's Wallsend yard and commissioned in September 1980.

Major equipment changes since the Exeter was built — most of which were made during her 1989 refit — are: Sonar Type 2050 replaced Sonar Type 184; Radar Type 996 replaced Radar Type 992; Phalanx close-in weapon system fitted in place of 30mm guns; new Sea Dart 909 guidance radars fitted; 4 x 20mm guns have replaced the older Oerlikons forward; ship's operational computer system vastly updated; and STWS torpedo system removed.

The ship's air defence armament centres around the Sea Dart missile system which in its prime role is designed to provide area air defence to a group of ships at sea.

Exeter's comprehensive sensor equipment, including electronic warners, feeds information to the ship's computer. This information is used to provide a picture of air activity up to 200 miles away.

Hostile aircraft are tracked by the two 909 radars which guide missiles launched from the twin-barrelled launcher, again computer-controlled. Sea Dart also has a good capability against surface targets.

The ship's Vickers single-barrelled 4.5in Mark 8 gun has a high rate of fire and is compu-

ter-controlled as directed by the Type 909 radars. It is capable of engaging both air and surface targets and performs well against shore targets in the bombardment role. The four 20mm guns provide close range air and surface defence.

Close-in defence against missile attack is provided by a number of computer-controlled decoy launchers, designed to confuse and seduce radar and infra-red homing heads. In addition, there are the two Phalanx systems, whose radar controlled Gatling guns track and destroy missiles automatically.

HMS Exeter is fitted with the most modern sonar in the world for the detection of submarine targets. This advanced sensor allows targets to be tracked both actively, with audible transmissions, and passively, using the noise of the target.

The sonar also feeds information to the main computer system on board, allowing the helicopter controller to position the ship's Lynx to attack with its sophisticated air-launched homing torpedoes.

A full internal and external communications and navigation fit, including several satellite links, complements the weapons systems and fulfils the need for accurate and timely action information. This provides a recognised picture, common to all warships, to allow the battle to be fought effectively.

Additionally, the ship is fought from the operations room, where full use is made of the ADAWS computer to handle the large volume of data available from all sources. Here the captain, supported by an experienced command team, orders the tactical manoeuvring of the ship, and ensures that the most effective use is made of all weapons to engage the enemy at long range, and protect the high value units in a group of ships at sea.



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NN

Ts squared

JUST to put the record straight regarding your "Malta's fabled giant killers" item (October) — and without in any way wishing to detract from the magnificent show put on by the U-class in Malta — they did not get all the five VCs of the Submarine Service.

One went to Wanklyn in Upholder; two to Roberts and Gould in Thrasher; one to Miers in Torbay (seen here); and one to Linton in Turbulent. — G. A. Wilkes. Edinburgh.



Letters



Class act by club

MAY I through your columns thank the management and staff of the China Fleet Country Club for allowing the Exmouth/Duncan (1946) Artificer Apprentices entry to look around the club during their recent reunion.

Although it was a busy Sunday morning my classmates and their wives were treated to a thorough tour of the premises and all were impressed by the splendid facilities and by the helpfulness of the staff.

It is comforting to know that the money raised by the sale of "our" Hong Kong China Fleet Club has been put to such good use and is in safe hands. — I. Norsworthy, Reunion Secretary, Exmouth/Duncan Artificers (1946) Entry, Plymouth.

Hanging offence

A NAVAL wife writes "with grateful thanks for the wonderful hospitality of wardroom messes around the country." But she finds one thing missing, and "with apologies" pens what she calls an Ode to a Coathanger (or the Crumpled Wife):

Dear Wardroom Mess

I must confess/I like your odd regime/Of knocks and tea/Despite the plea/To sleep and rest and dream/Your squeaky beds/And unisex heads/Defeat me not at all/The open shower/Now has no power/To shock, dismay, enthrall./But oh, dear mess/I must confess/A coathanger would be good/For skirts at eight/And dress when late/To follow the Wardroom code. My shoes are clean/My hair a gleam/Pearls about my neck./But what use they/If clothes awry/Are hung up on the deck?!

Mechanics on ice

THE letter from an MEM(M)(SM) in your August edition raised a well-known problem encountered by the Mechanic (SM). This is, of course, the inordinate delay he experiences in advancement rosters.

With the effect of Options for Change on the Submarine Service and the corresponding reduction in sea-going billets, the question when will the situation resolve itself — or be resolved somehow?

From reading DCIs and Navy News articles I believe that the Marine Engineering Branch development team is looking at Mechanic training. Surely their task will be hindered if career courses such as LRQC are not targeted at a specific point in a man's career.

Some mechanics will wait upwards of three years for advancement on completion of LRQC and will not be employed as an LMEM until then. This is obviously an unsatisfactory situation. — LMEM(M)(SM). Gosport.

Marines at Corfu

IN a feature (August) you mention support by the former HMS Wilton for the Army in taking Sarande and Corfu.

Having been in both these encounters I can assure you that 40 Royal Marine Commando played the major part on both occasions. — J. Perry. Ex-40 CDO, RM. Harrogate.

Touchy subject

I NOTICE that officers of most other navies and other armed services wear gloves with their formal day uniform (Number 5s equivalent).

From old photographs I have seen it would appear the Royal Navy also used to follow this practice. Can any of your readers tell me why and when it stopped? — D. L. W. Sim, Commanding Officer, HMS Ariadne.

Southwick builds on success

FOLLOWING Southwick Park Naval Recreation Centre's fifteenth summer season, may I offer those who have used its golf course and clubhouse an update on its growing success, and remind those who have not had the opportunity to do so what it has to offer?

Over 80,000 rounds of golf are now played every year at Southwick Park. In view of this demand, a tee bookings system was introduced last year which has stopped a wait at the first tee of as much as two hours at peak times, and keeps to a reasonable level the number of golfers using the course during the day.

Individual golfers may not get the exact time they would like to play, but the aim remains to get them all on to the course.

Fifty per cent of tee times may be booked seven days in advance by Service personnel, whether members or not, and civilian members. The other 50 per cent are made available on the day of play for those unable to book quite so far ahead. Within these allocations there are reserved slots for the seagoer. A ship or establishment may make a group booking (16 or more players) up to six months in advance.

Although there was some excited correspondence in your columns earlier in the year about the number of civilians playing golf at Southwick Park, there are in fact only 60 civilian members, whose financial support of the centre in its early

years ensured its survival.

No new civilian entry has been allowed since 1988, and from next year retiring servicemen may join only if they have been members of the centre for three years in their last 10 years of service. Serving personnel may join as of right, and there are 265 service members.

Temporary memberships of three and six months are also available, charged at £60 and £90, compared with the annual subscription of £160. There are currently 150 temporary members.

Irrigation system

Pleased as it is with this core of support, the Management Committee still sees the centre very much as the Navy's "municipal" course, where for a green fee of only £5 (£10 for a guest) Service personnel may play, regardless of ability and handicap. Club allocations have been reduced this season to cater for just this demand.

All takings at SPNRC are ploughed back into the centre. Recent improvements include an irrigation system, bunker refurbishment, and landscaping work which has enhanced the appearance of what was already an attractive parkland course.

RN personnel wishing to join the centre, or simply to play the course, should contact the Manager on Cosham (0705) 380131/Dryad 4469, or the professional on Cosham 380422/Dryad 4545. — G. D. Noble, Cdr. SPNRC Staff Officer.

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Letters



Band players on a poor per centage

FROM the 1991 pay and pension rates I have taken a few examples of annual salary, including LSP for ratings. I have then calculated the pensions awarded at 34 years' service for officers and 37 years' service for ratings as a percentage of that salary.

The results show the following pension as a percentage of salary: Captain with more than six years' seniority, 48.63 per cent; Captain with less than six years' seniority, 51.06; Commander after eight years, 48.83; Lieutenant-Commander after eight years, 48.63; CCPO Artificer/Technician, 41.06; CPO Artificer/Technician, 42.63; CPO other branches (Scale 1), 48.47.

The pension as a percentage of salary should be 48.5 per cent. As can be seen, this is approximately true for everyone but Artificers/Technicians, the percentages in these cases being much lower.

The official reason for this anomaly is that pensions are awarded in line with a "Band of Brothers" concept where everyone of equal military rank and time of service receives the same pension.

The pension is calculated from a "representative pay rate". In the case of CPOs this equates within a few pence to

the pay scale of non-technical CPO, Scale A. I feel this is an injustice for several reasons:

1. There are far more Art/Tech CPOs than non-technical CPOs. The ratio is approximately 2:1 (take a look around any CPOs' mess). This means that for the RN standing alone the representative rate should be at least approaching the annual salary of the CPO Art.

2. Although the Armed Forces Pension Scheme is non-contributory, military salaries have been downwardly adjusted by 10 per cent (nine per cent from April 1991) to take into account the benefits of the scheme. Artificers have in the main been CPOs since their mid-twenties, so their relatively high salaries have been downwardly adjusted by far greater amounts in monetary terms than their lower paid non-tech. counterparts, who probably did not become CPO until their mid-thirties.

3. The representative rates of pay used for calculating officers' retired pay are in every case set at or above the maximum that an officer can earn in that rank. (Captains are split to

fall into line with Lieut-Col/Col. RMs). Why cannot ratings' pensions also be based on the highest salary available in any given rank? For example, CPOs/Colour Sergeants/Flight Sergeants' representative rate of pay should be based on the highest annual salary within that particular "band of brothers" — that is the CCPO Art. or his equivalent.

Injustice

There is, of course, an opportunity for Artificers and Technicians to increase their pension benefits to reflect more accurately their salaries by making Additional Voluntary Contributions. These seem extremely expensive and a further injustice when it is considered how long the average CPO Art. has held his rate. For example a 45-year-old CPO Art., who joined the RN at 18 or before, would have to contribute 9.11 per cent of his salary (£1,971 at 1991 rates) for 10 years to be awarded the pension that reflects his salary, when almost everyone else gets this as a matter of course.

Finally, I cannot believe that the Review Body think it fair that over two-thirds of all CPOs can look forward to a pension at 37 years service that is as much as £1,672 per annum less than their salaries warrant. — CPOWEA, Devonport.

● Outlining the basis of pension calculation — and saying that the letter covers some familiar ground — DDNSC(Pay) replies:

Our pensions are based on the "Band of Brothers" concept — all Servicemen of the same rank and length of service are awarded the same rate. Pensions are not based on an individual's rate of pay, but on the "representative" rate of pay for that rate or rank.

Some servicemen receive slightly more than half of their actual salary at the full career point, others less. Although it is accepted that Artificers and Charge Chiefs are in the majority, the representative rates are

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

A fabulous beast, was Unicorn

IN AN October edition book review on submarines, a slighting comment is made about the use of the name of the fourth U-class submarine HMS Unicorn.

As one proud to have served in the previous Unicorn during the 1943-46 commission, I would point out that she was a unique vessel in that she was the only one of her class built and she operated as an aircraft carrier and aircraft repair and maintenance ship.

She saw service in North Atlantic, did convoy escort work and provided air cover at the Salerno landings and operations against Sabang while with the East Indies Fleet. She also did sterling work providing repair and maintenance facilities with the Pacific Fleet carriers.

She served a further two commissions during the Korean War.

I consider the next HMS Unicorn very fortunate to be the bearer of one of the oldest ship names in the Royal Navy, and I hope this next Unicorn is as happy a ship as my old Unicorn. — A. Binns, Member, HMS Unicorn Assn. Blackpool.

● Our review, of course, had no intention of slighting the former Unicorn (pictured below) — it simply pointed to an apparent inconsistency in class naming.



established on a corporate tri-service basis.

The title of a Charge Chief, incidentally, recognises the special command status and a Charge Chief Artificer receives a higher rate of pay to reflect this — a form of responsibility addition which has been incorporated into his salary.

However, for other military purposes the rank CCPO is considered equivalent to the CPO and this is the rate which determines his pension.

The Armed Forces Pension Scheme was examined in considerable depth by the Second Sea Lord and the other Principal Personnel Officers in 1987 and it was concluded that it would be detrimental to the majority of Servicemen to transfer to a system linked to individual remuneration and that the present "Band of Brothers" concept best met the needs of the Services.

Your correspondent raised the question of the value of in-house Additional Voluntary Contributions. The level of contributions is actuarially es-

tablished on the basis that, overall, contributions and

benefits should be in balance.

Contributions enhance the person's pension, but also the terminal grant, benefits for invaliding and the "insurance" cover for death in service. AVCs should be considered in the light of the overall package of benefits.

Fair share cuts a fallacy

YOUR headline "Streamlined force held in reserve" (October) did not prepare me for the dismay and disbelief I felt on reading the details of the planned 20 per cent reduction in the RNR.

The fallacy apparent in this, and in every previous reduction of the naval forces, is the idea that the Reserve must bear "its fair share of the cuts." Surely, if shortage of funds compels the reduction of a force, it is common sense to cut the expensive full-time commitment and increase the re-

serve capability.

Fresh thinking is needed to devise new ways in which the Reserve may expand its contribution beyond its present main role in minesweeping. There have been pointers in this direction already, as Reserve personnel have filled many short-term billets in the RN in times of shortages.

The voluntary spirit of the RNR is a precious thing, and the present intent actually to disband serving personnel is a miscalculation which will affect the morale of the remainder.

I am particularly concerned to learn of the fate of the Instructor branch, having served in that branch in the South Wales Division of the RNR, HMS Cambria, for nearly 25 years. I am well aware of the great contribution made by Instructor officers, not only through their main task — the educational preparation of ratings for advancement and promotion — but also in recruiting duties, expeditionary training, instructional technique and, latterly, watchkeeping in the sea-tender. Who will carry out these tasks in the future? — D. Moore, Cdr RNR (retd). Formerly Senior Instructor Officer, HMS Cambria.

No uniform approach

WE are always being lectured on the need for personal security while ashore. When travelling home to duty, we at Fleet are advised and permitted to wear a civilian jacket over our uniform while travelling by car.

This afternoon, while driving along the M3, I was overtaken by a civilian-plated staff car. I knew because sitting in the front passenger seat was a senior naval officer in uniform being driven by a chauffeur.

Meanwhile if I open my local telephone directory there will be found any number of naval officers' names, home addresses and telephone numbers. How do I know? Because their rank is alongside their name.

How can we train our lads and lassies to consider personal security when our leaders not only put their own lives at risk but also compromise a civilian-plated vehicle in the process?

Come on, sirs. Please practise what you preach by setting the example. If you are seen to be practising personal security, everyone else will follow your lead. — CPOA (METOC), HMS Warrior.

Ensign victim of friendly fire

YOUR readers may be interested in the outcome to my letter (September) concerning the White Ensign found by M. Dumont on the beach of Villers-sur-Mer in 1944.

Mr Henry Higgs, who served in LCT 7070 and completed over 30 trips during the Normandy landings, has responded with valuable information which narrows possibilities on how the ensign came to be found.

As landing craft normally wore an 18-in x 36-in ensign as their regulation size, he thinks it unlikely that ours, which is double the size, could have come from one of these craft. Moreover, he points out that Villers was never within the area of an opposed landing, although it was a base nearby for German human torpedoes.

However, in a second letter Mr. Higgs mentions that on August 27 1944, some Fleet sweepers were working on the left flank, with a view to permitting large ships to bombard Le Havre in support of the Army. At about 1300, they were attacked by friendly aircraft — 16 Typhoons and 12 Spitfires, including rocket-firing units.

The Britomart and Hussar were sunk, and the Salamander had her stern partly blown away. Total casualties: 86 killed, and drowned, 124 wounded. The Salamander had hoisted two extra ensigns, one at each yardarm; and had spread another on the boat deck. At the time they were about five miles offshore which must have been in a position to the east of the River Orne (close to Villers), because a shore battery started shooting at the disabled Salamander.

It is unlikely that we shall get closer to the truth than this evidence provides but a survivor from the Salamander might just be able to provide some corroboration of further information on this interesting relic. — A. J. Pack, Capt.(retd), Wickham, Hants.

□ □ □

PERHAPS I can help over the White Ensign found on a beach in France (letters, July and September).

I was a Seamen Petty Officer in a beach recovery unit which landed on Gold Beach at about 4pm on D-Day.

There were 12 of these Royal Naval units and I have never heard of them being mentioned or read about. Believe me we were certainly needed as we found out when we arrived on the beach.

We stayed until September 30 and had a fair amount of excitement at times. However, when we left the beach was clear, except for an LC tank craft which had broken its back on a mine. Its ensign was still flying, so I took it down and took it home. It measured about 6ft by 3ft and I flew it on every possible occasion until it gradually fell apart.

I feel sure that the ensign mentioned in your correspondence also came off an LCT.

I finished my naval career as president of the Coxswains' Mess in Chatham Barracks until discharge in May 1946. — D. A. Wood, Ilford, Essex.



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Editorial and Business address: Barham Block, HMS

Nelson, Portsmouth, Hants, PO1 3HH

Editor: John Tucker. Deputy Editor: Jim Allaway

Assistant editors: Lindy Clegg, Ruth Vernon

and Paul Parrack

Business Manager: Mrs. Anne Driver

TELEPHONES

Editorial: 0705-822351 (Portsmouth Naval Base)

extensions 24194 and 24163

Business (advertising, distribution and accounts):

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Extra help for Forces people

New rules speed the way up

REGULATIONS concerning promotion from CPO-MEA level to Special Duties List officer in the Marine Engineering Sub-Branch have been significantly revised.

The object is to reduce the average age of candidates on promotion; provide a faster avenue of promotion for the above-average candidate; and increase the number of opportunities for transfer from the SD List to the General List.

The changes in qualifications involved and in selection and promotion procedures are detailed, including the arrangements for 1992.

Date of promotion for SD(E)(ME) and SD(E)(MESM) has now been aligned and all successful SD candidates to the ME Sub-Branch will be promoted in June of the year following selection.

DCI(RN) 243 and 244/91

MEANWHILE, following a study into the Writer Branch, a Leading Writer Qualifying Course is to be reintroduced.

The study covered wastage rates and examination results during branch training and concluded that an LWTR Qualifying Course would be beneficial.

In particular, it was considered that it would enhance the differential between Writers and Leading Writers and prepare the latter more fully for their role in Unit Personnel Offices which, in terms of volume of knowledge and regulations involved, is the core professional area of employment in the branch.

Re-introduction of the course has had to be made within current resources, and the savings required are to be achieved in Part 3 training.

The LWTR course will be six weeks, with the first two to start in May. Twelve courses will be run each year and candidates will be nominated from ratings who have passed the provisional examinations.

Among further details provided are the transitional arrangements.

Changes involving Parts 3 and 4 training mean that from January the Part 3 course will be reduced to nine weeks and the Standard Initial Training Period from five to four months.

DCI(RN) 236/91

Voyage of discovery

THE Nicholson 55 HMSTC Lord Trenchard leaves Gosport next April to take part in the 500th anniversary celebrations of the discovery of the Americas by Columbus.

Known as Exercise Columbus 500, this Joint Services expedition will become involved with Grand Regatta Columbus '92, and will be conducted in six legs, taking in Lisbon, the Canaries, Puerto Rico, Boston and Liverpool. There will also be a visit to New York.

DCI(Gen) 203/91

Book now for baby

SIMPLIFIED movement between European Community countries from next year make the controls which remain more important.

Arrangements have been reviewed for checking all pas-

Don't mix it on the range



"Sorry! Practise his Xmas Present somewhere else!"

CIVILIAN weapons and ammunition must not be used on MOD small arms ranges unless they are compatible with those permitted on the authorisation certificate for each range.

While it is not simple to determine compatibility of civilian firearms with those used by the military, a safety committee is looking into how comparison may be simplified.

Meanwhile, to ensure that range safety is not compromised a "robust attitude" is to be adopted to applications by civilians to use unusual weapons on MOD land ranges.

DCI(JS) 83/91

Successful applicants to take part will be required to make a contribution, the amount depending on the leg.

The announcement provides full details, and closing dates for bids is December 19.

DCI(Gen) 94/91

Eating options

A CONSULTANCY study is taking place into food supply arrangements for the three Services, aimed to establish what changes are required to provide the most cost-effective method and organisation for purchasing, warehousing and distribution to meet the revised force levels and geographical locations expected under Options for Change.

It will take into account agreed MOD feeding and catering strategy, make recommendations on how necessary changes should be implemented and indicate a timescale for action.

DCI(Gen) 203/91

sengers travelling on Air Transport Force and MOD charter flights entering Britain from overseas. For movements clerks and air booking centres there are reminders over documentation requirements for Service personnel and family members.

DCI(Gen) 210/91

INFANTS accompanying Service personnel on MOD air trooping flights may now travel in an infant car seat provided by the passenger. To qualify, young fliers must be between six months and two years and weigh between 9-18 kgs.

Four specified types of forward-facing car seats are acceptable for use in the aircraft cabin. Other types will continue to be loaded in the aircraft hold.

Passengers should request carriage of the car seat at the time of booking.

DCI(Gen) 211/91

Less noisy neighbour

MOD now has an Environmental Noise Officer, with responsibilities to assist in consolidating the department's "good neighbour" policy over minimising the effects of MOD-generated noise on the environment.

It is not envisaged that routine noise complaints will be routed to the ENO, but his advice will be available on "non-trivial" technical aspects of en-



"The Board members are getting younger too, I see!"

Get Wise on DCIs

environmental noise which cannot ordinarily be dealt with at local level.

The general responsibility will be to act as a focus for co-ordinating MOD's interests in environmental noise matters.

DCI(Gen) 195/91

Salvage money

AWARDS arising from two salvage incidents are now ready for distribution.

For salvage services to *fv Salve Regina* by HMS *Ariadne* on September 5, 1987, the value of each share is £13.31.

In the case of salvage services to *fv Sheena Margaret* by HMS *Helmsdale* on May 2 1987 each share is valued at £4.11.

DCI(RN) announcements dated October 4.

Unwanted imports

MILITARY vehicles entering the UK should be cleaned and free from mud and dirt before leaving the continent.

A number of soil-borne plant pests and diseases exist in Europe which the UK does not have, and it is possible for these to be carried on a vehicle which has not been washed down adequately.

DCI(Gen) 197/91

History prize

THE recently-established White Ensign Association Naval History Prize offers an annual prize for the best original contribution to naval history of any period. Entries may be based entirely on research, or on a combination of research and practical work (for example, in the conservation of an historical vessel or in underwater archaeology).

The competition is open to all serving RN, WRNS and RM officers who will not have reached the rank of lieutenant or equivalent by October 1, 1992. For the winning entry the prize is a sword, or a naval brooch of equivalent value, and three years' subscription to the Navy Records Society and to the Society for Nautical Research.

The deadline for schemes or titles of essays is March 1 next year, with completed entries required by October 1.

DCI(RN) 230/91

Clamp-down on stamp charges

THE increasing cost of postal services provided by the Post Office and of the production of postal stationery, together with pressures on budgets, makes it essential for utmost economy in use of these facilities when posting official mail.

Use of official mail is to be confined to matters of a strictly official nature, essential to the proper conduct of MOD business.

Official mail input to the Post Office system is to be Second Class except where there are clear and overriding reasons which justify the additional expense of First Class.

Units should make themselves aware of all available MOD van services operating in their area and make fullest use of them.

DCI(Gen) 201/91

Best use of quarters Data points

A JOINT Services married quarters coordination office has been formed to improve the efficient use of married quarters in the London area.

Application procedures for those posted to MOD or associated offices in London and entitled to MQs are provided.

DCI(JS) 97/91

OUTLINING the scope of the 1984 Data Protection Act, an announcement also deals with responsibilities involved, saying the Act's provisions are far-reaching and all staff must ensure they know how they are affected.

There is also information on availability of general guidance and detailed instructions.

DCI(Gen) 198/91

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Three point plan for NMS

INTRODUCTION of the New Management Strategy on April 1 this year "has taken us an enormous step forward in the improvement of the management of MOD, the Armed Forces and agencies," says an announcement.

It had always been recognised that it would take time for its operation to become fully effective and that its development, including the setting up of further Defence Support agencies, would not then be complete.

Saying there remained much to do, the announcement sets out

in detail arrangements for carrying forward the reform programme.

It outlines the three themes which will guide further development work, adding that the continued introduction of Next Steps agencies will be an important platform for much development work on NMS in each of these themes.

An evaluation of the initial operation of NMS, now under way, will include the views of budget holders and discussions with managers in the field as part of the process of identifying what further developments are necessary.

DCI(Gen) 191/91



People in the News



VIPs of the VCC

AND so say all of us! Members of HMS Dryad's Volunteer Cadet Corps crowd in to congratulate PO Nigel Smith (above left) and PO Ian Fox on being named Persons of the Month.

Nigel and Ian were presented with inscribed tankards by Capt. Anthony Provest, Captain of the RN School of Maritime Operations, in recognition of their dedication to the VCC.

And still with cadets, Lieut. Sallie Condy (inset) has become the first woman to head the Volunteer Cadet Corps at HMS Collingwood. Having taken over from Lieut. Eric Sneyd, she keeps the 100 boy and girl cadets



busy with seamanship training, electronics and sports.

BRIEF VISIT

DURING a visit to Britain, Lieut.-Cdr. The Hon. Peter Collins, of the Royal Australian Naval Reserve and MP for Wiltshire, New South Wales, called on his RNR counterparts at HMS Southwick.

Attorney General for NSW, Peter is also Deputy Leader of the Parliamentary Liberal Party for the state and Minister for Consumer Affairs and for the Arts. Somehow he still finds time for his RANR work in naval intelligence. He is based in the Maritime HQ in Sydney.

AIR Engineering specialist Cdr. Kit Davidson, has taken over command of HMS Royal Arthur, the Royal Navy Leadership School. Previously the Commander (Air Engineering) in HMS Invincible, he succeeds Capt. Alan Jones, now appointed to MOD London.

This will be Cdr. Davidson's third term of service at the Wiltshire naval establishment. He was first at Royal Arthur as a Petty Officer student in 1967 and returned as a CPO Instructor 1974-76.

"All in the liner duty, David"



Picture: Sgt. Geoff Whyham

CURRENTLY serving with the Gibraltar Squadron, Lieut. David Cooke (right) met up with his old friend Capt. John Burton-Hall, Master of the QE2, when the cruise liner called in at the Rock.

David was rescued by the Queen Elizabeth 2 during the Falklands War, when his ship was sunk by the Argentinian Air Force.

During the liner's brief stay in Gib the volunteer band of HMS Rooke, conducted by Colour Sgt. David Sharpe RM, went on board to entertain passengers.

Said Dave, "This was a fit-

ting reward for the band after winning the concert section of the UK Volunteer Band Festival for the second year running."

Meanwhile ... below the Rock, Admiral Sir Derek Refell, Governor of Gibraltar, visited Lower St Michael's Cave, one of the finest examples of Jurassic-limestone caves in Europe.

EX-STUDENT NOW IN COMMAND



Pussers galore



PICTURED on board HMS Invincible are (from left) Cdr. Paul Quinn (DSO Invincible), Cdr. Peter Godwin (SO Ark Royal) and Cdr. Alan Wright (SO Invincible).

They claim a "first" in having the supply departments of the two operational carriers headed by three Commanders (S), all of whom are submariners. And who's going to argue with that?

The picture was taken to commemorate Cdr. Quinn's last day on board the Invincible. He's now taken up an exchange appointment with the Royal Australian Navy as Supply Officer in HMAS Nirimba, the RAN apprentice training school near Sydney.

Raleigh course success

PO DEREK Dill obtained the highest marks on his Petty Officer's Sea Career Course at HMS Raleigh, first course of its type to be held at the establishment.

Currently serving in the Falmouth boat yard as a member of RNAS Culdrose, Derek has served in a number of ships during his 13 years in the Royal Navy, including HM ships Bossington, Abdiel and Minerva. He was presented with the Herbert Lott Award marking his course success by Capt. Terry Taylor, commanding officer of RNAS Culdrose.

In memory of POA(AH) Fisher

FIRST winner of the Roger Fisher Memorial Trophy for the student attaining best overall results on the Petty Officer Aircraft Handler's Qualifying Course was LA (AH) Stephen Jeffries (below).



The trophy was donated by the family of Roger Fisher, a petty officer aircraft handler himself, who was killed in a road accident at the age of 39. Roger was a founder of the Aircraft Handlers Association, which today numbers some 450 serving and ex-serving members.

COMBINING PASTORAL CARE WITH PRACTICAL

KNOWLEDGE gained while serving at RNH Haslar, together with his pastoral experience, stood the Rev. Michael Smith in good stead during Operation Granby.

He has been presented with a framed Commendation in recognition of the "outstanding care, dedication, precision and gentleness" with which he instructed 2,000 casualty visiting officers and their assistants.

After some 15 years' service with the Royal Navy, Michael has now joined 50 Missile Regiment RA in Germany, his first Army appointment, as padre.

40 years on

WITH nearly 40 years' service under his belt, Lieut.-Cdr. Ted Davis has retired. He joined the Royal Navy as a Boy Seaman in 1952 eventually retiring in the rank of lieutenant in 1975.

Immediately afterwards he joined the Royal Naval Reserve at the Nottingham Communications Training Centre. Three years later he became Officer in Charge (later Commanding Officer) of the Centre, which was commissioned as HMS Sherwood in 1984.

A HANDBAG!

PLEASE, take the badge, Madge. An HMS Cochrane crest was one of the mementoes offered to Mrs Madge Bottom, when she made a nostalgic journey back to her wartime billet.

The visit, arranged as a surprise by Madge's daughter, saw the former Leading Wren Naval Stores (Supply) (Rosyth 1941-45) touring the new WRNS quarters in HMS Cochrane, the naval base and the naval stores department.

As well as the badge, Madge, who lives in Sheffield, was given a WRNS handbag. Having thoroughly enjoyed her day out, she announced, "There've been a lot of changes since I last saw Rosyth, but all for the best."



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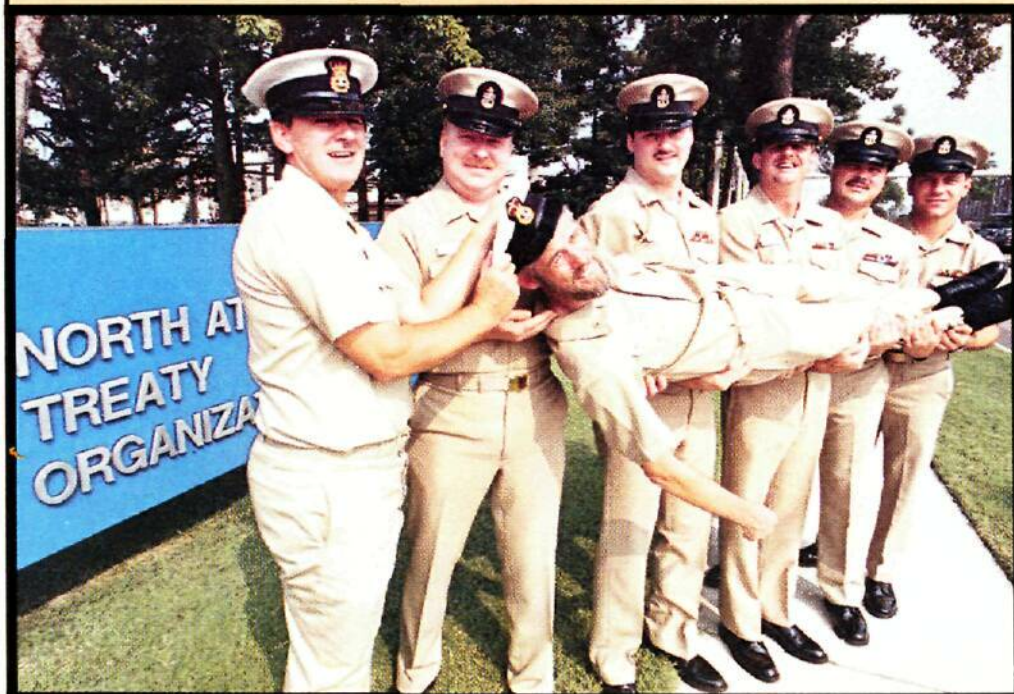


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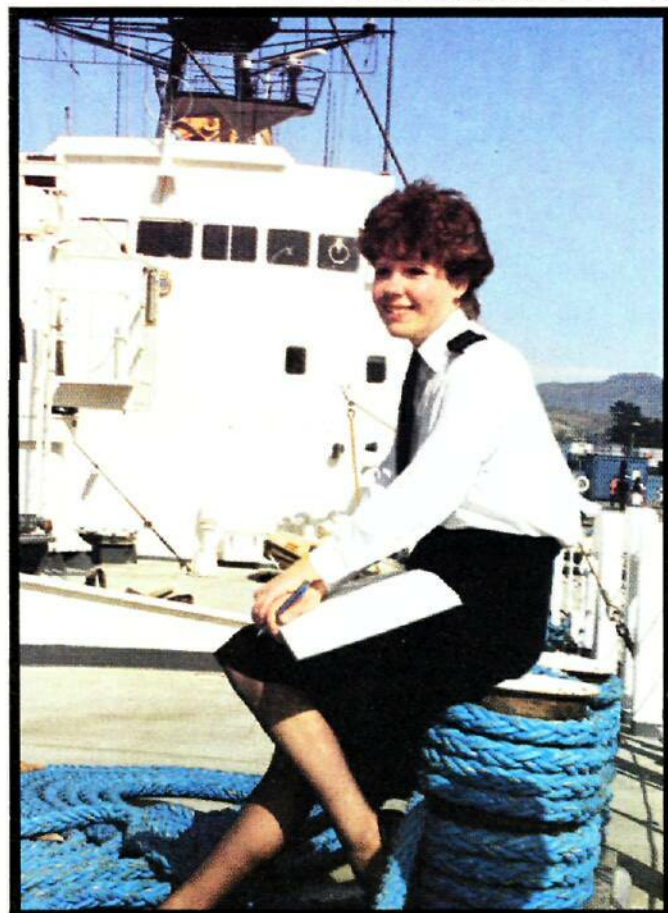
LOSE the hat, Limey! Two Royal Navy chief petty officers, CPOWTR Granville Pugh (left) and CPOWTR Reggie Perring (horizontal), had to dress for the part in Norfolk, Virginia.

They were initiated as "honorary US Chiefs" during a ceremony at the headquarters of the Supreme Allied Commander Atlantic, NATO. Pictured with them are US Navy colleagues Greg Waldecker, Michael Chopard, Fred Cox and Tim Payne.

Picture: CPO(Phot) Ric Toyer

HALL OF FAME

SUB-Lieut. Derek Hall (Dolphin) has won the 1990 Digital Sword for the best all-round performance by an (S) candidate on the Special Duties List Officers' Courses at Britannia Royal Naval College, Dartmouth, and the Royal Naval College, Greenwich.



Sea service Kiwi-style

POWRENWTR Jo Haggerty's first sea-going draft began halfway round the world, when she joined the Royal New Zealand Navy's hydrographic survey ship HMNZS Monowai.

Jo, on exchange with the RNZN, served in the Monowai while she was deployed around the New Zealand coast as part of the Service's 50th anniversary celebrations. Usually Jo

can be found in the Manning Directorate, Naval Staff Headquarters in Wellington.

She is pictured (above) on board HMNZS Monowai during a call at Lyttelton.



People in the News



NAVY PLAYS WITH FIRE



Above: Lieut.-Cdr. Baz Winwood, RN Liaison Officer, RAF Shawbury, caddes a lift with Fireman Mick Cartwright. Picture: Colin Bennett, Shropshire Star

A CASUAL remark by a fire chief sparked off a connection between Shropshire Fire and Rescue Service and Royal Navy personnel serving at RAF Shawbury, near Shrewsbury.

Jack's interest was aroused when it was reported in a local newspaper that the Chief Fire Officer had also felt the call of the sea. The paper went on to report that the Fire and Rescue Service had recently procured an in-

flatable rescue boat.

The Shawbury RN staff could not resist putting an oar in and composed a letter pointing out a (fictitious) requirement of RN approval for the use of the boat on Shropshire's waterways.

An inspection subsequently took place at the Shrewsbury Fire and Rescue HQ and the inflatable was granted a Certificate of Seaworthiness. The now satisfied Navy party received a plaque for their office in return.

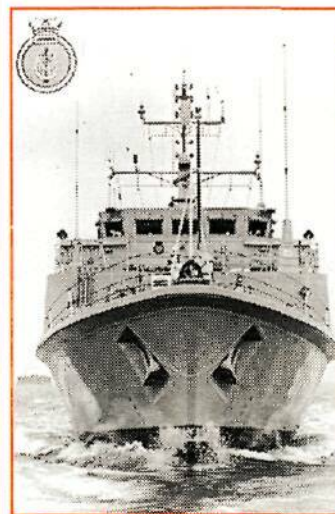
And that's gospel...

GOSPEL group Herb Edwards and the Edwards (no relation!) Singers gave an entertaining concert in Fareham, near HMS Collingwood, where three of the performers are serving. Herb is a lieutenant-commander, John Nixon (guitarist) a lieutenant, and Ann Edwards an administrative officer in the Civil Service.



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NN Navy News

ROCK'S SMART GUARD

STANDING smartly to attention are the Guard from HMS Rooke who were put through their paces prior to Rock Divisions by members of the 6th Battalion The Royal Regiment of Fusiliers who were in Gibraltar for the Territorial Army's Exercise Marble Tour.

Also in Gibraltar, in time for the Trafalgar Day celebrations, were the crew of the nuclear-powered submarine HMS Trafalgar.

Survey team tops the charts

SHIPS of the Navy's reduced Surveying Flotilla continue to make significant inroads into a task not substantially smaller than a decade ago — though with about half the number of surveying units the programme will now take longer.

"It is a considerable achievement," says the Hydrographer of the Navy (Rear-Admiral John Myres) in his report for the 15-month period to March 31 1991.

He says that, with the decommissioning of HMS Fawn this year, the Flotilla will consist of five RN ships and a motor launch, as well as two hired

ships with naval surveying parties embarked.

For the future, the intention is that the Flotilla continues to consist of a mix of naval surveying ships and ships taken up from trade (STUFT) with RN surveyors embarked.

There are plans to augment the flotilla with a STUFT oceanographic vessel and, in

the longer term, force levels will be kept under review in the light of the extent of the survey task.

The report describes the work of the surveying vessels, the Hydrographic Department of MOD, and the Hydrographic Office Defence Support Agency, which was established in April 1990.

It says the challenge facing the Hydrographic Office is to strive to develop commercially and to respond to any urgent operational requirements which may confront it.

The latter capability was exercised to the full — and very successfully — during Operation Granby. Many elements of the HO worked at high pressure to provide the best possible service to the Royal Navy and allied forces for navigating in the confined and cluttered waters of the northern Gulf.

Much new and original data became available from many sources, and this was transposed into appropriate Fleet charts and publications at very short notice.

HMS Herald had a most varied 15 months, starting with oceanographic data-gathering in the north Norwegian sea and ending with passage home to the UK from the Gulf, where from September 1990 she had been command and support ship for the RN and allied



HANDS across the seas — or across the charts: Recent visitors to the Hydrographic Office at Taunton have included Vice-Admiral Yuri Ivanovich Zheglov, head of Navigation and Oceanography, and officers from the Soviet oceanographic research ship Ivan Kruzenstern.

And no, that's not an arm-wrestling contest, it's just a friendship gesture between hydrographic heads — the Russian admiral and Rear-Admiral John Myres, Hydrographer of the Navy.

MCM vessels in the front line. HMS Hecla replaced her in March 1991, having been redirected to this role at the end of 1990 following a busy ocean survey programme in the South Atlantic.

Their sister ship HMS Hecate also had an enormously produced final season in the South Atlantic before paying-off in February.

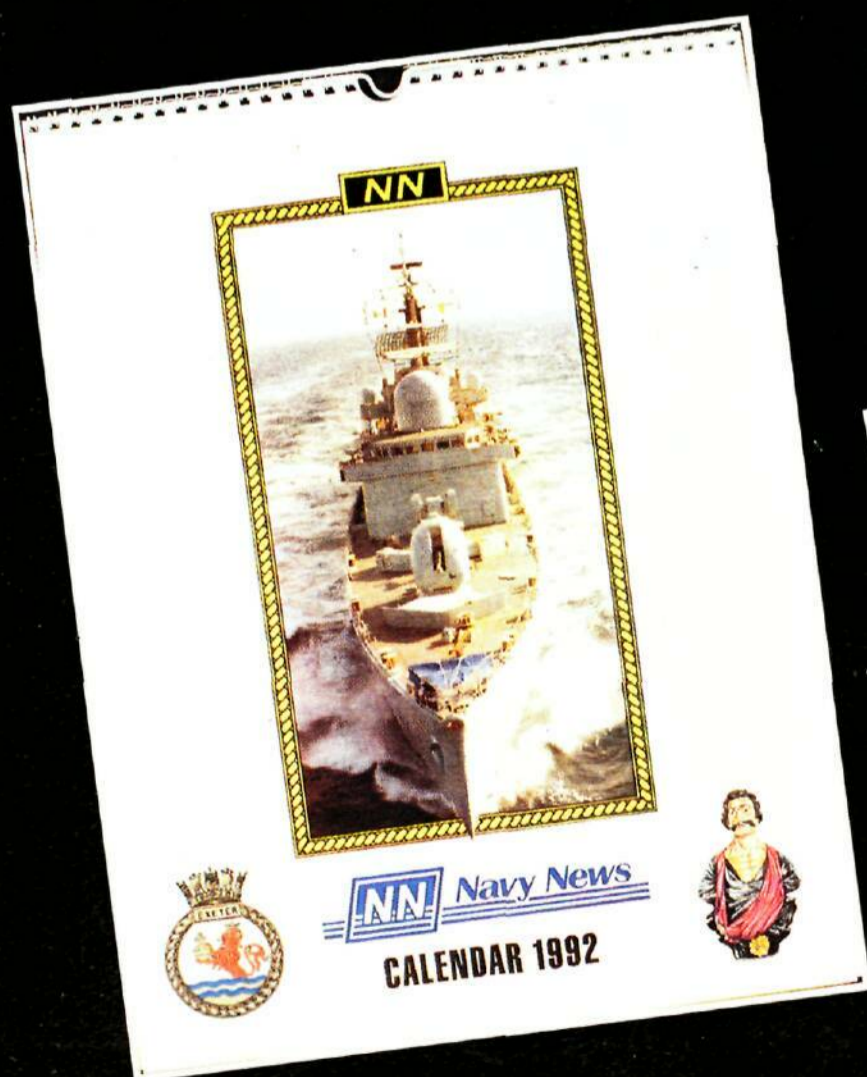
● Latest publications by the Hydrographic Office include a

new series of Admiralty charts (at £8 each), designed exclusively for the small craft user. These are being launched at the London International Boat Show in January.

Thirty of the new series charts will be published in time for the 1992 yachting season, with the initial selection covering much of the south coast of England and south to the Channel Islands and the adjacent coast of France.



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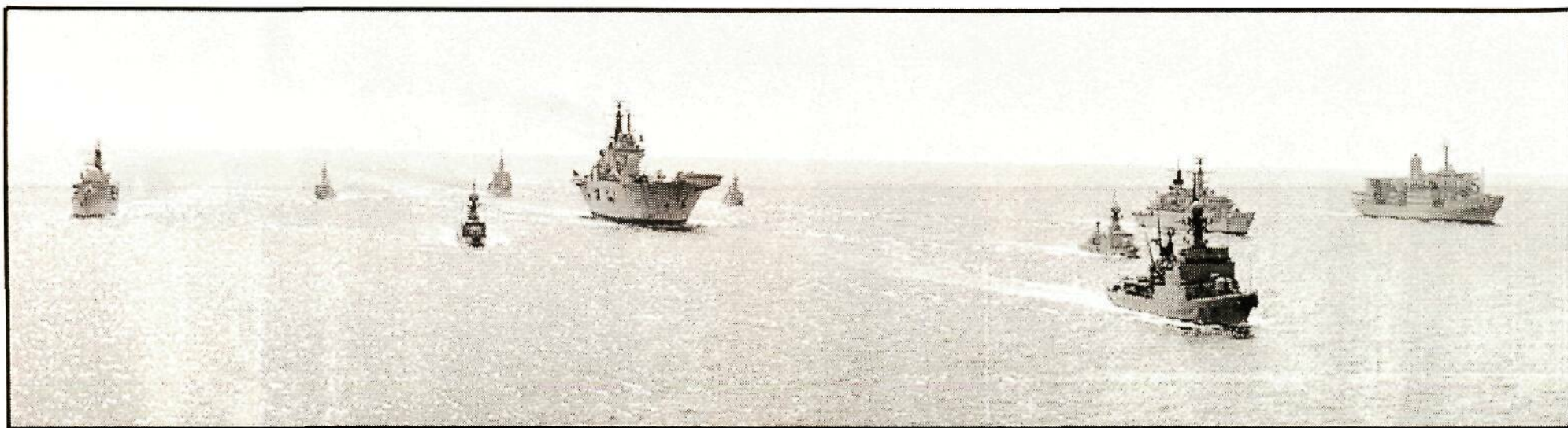
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Invincible heads up the Nile

THREE days of exercises off the coast of Egypt during Exercise Nile 91 culminated in members of HMS Invincible's ship's company attending the International Service of Commemoration at the Commonwealth War Grave Commission cemetery at El Alamein.

Official representatives from 31 countries were present, including the Minister for the Armed Forces Mr Archie Hamilton. Veterans who attended the service expressed surprise and delight as sailors from HMS Invincible lined the route to the Stone of Remembrance.

During the ceremonies two wreaths were laid on behalf of the Southern Area 8th Army Veterans Association by Rev. Mike Wishart and Lieut.-Cdr. John Carson. The wreaths were seasoned travellers having been north of the Arctic Circle during Exercise North Star prior to travelling south to the Mediterranean.

Visits to El Alamein, Alexandria and Cairo came at the end of the joint UK and Egyptian maritime exercise off the coast of Egypt.

Under the command of FOF3 Vice-Admiral Sir Nicholas Hill-Norton, who was embarked in HMS Invincible, the RN task group — HM ships Cumberland, Edinburgh and RFAs Fort Grange and Olwen — tested most aspects of maritime warfare with their Egyptian counterparts.

While continuing their Mediterranean deployment HM ships Invincible and Edinburgh received a May Day call from a motor cruiser in severe difficulties off the coast of Crete.

Sea King helicopters from the Invincible's 814 naval air squadron were launched and a small team, led by Lieut.-Cdr. Ian Beaumont, landed on board the Panamanian-registered Ark, winching the crew, including six women and two children, to safety.

On board the Ark a team of Marine Engineers began the difficult task of salvaging the vessel but when she finally lost all propulsive and electrical power HMS Edinburgh took her in tow to Kastellion, in Crete, where she was finally deemed safe.

HM ships Invincible and Edinburgh then rejoined RFAs Olwen and Fort Grange at Palermo, Sicily, the ships' next port of call on their Mediterranean deployment.



● Top; Taking part in Exercise Nile 91 are, from left, the Type 42 destroyer HMS Edinburgh, Ramadan fast attack craft (2), Ens El Suez, HMS Invincible, Ramadan fast attack craft (2), Ens Abu Qir, the Type 22 frigate HMS Cumberland and RFA Fort Grange.

● Above: Sailors from HMS Invincible line the route to the Stone of Remembrance during the International Service of Commemoration at El Alamein.

● Left: A dramatic moment for Sub.-Lieut. Simon Neal as he winches a child to safety from the motor cruiser Ark which was sinking in heavy seas.

● Bottom left: HMS Invincible, centre, finds her self surrounded, from top, by HMS Edinburgh, RFA Fort Grange, RFA Olwen and HMS Cumberland.



● Above: During a busy three-day visit to HMS Invincible, CINCFLEET Admiral Sir Jock Slater found time to assist Capt. John Tolhurst with the traditional stirring of the Christmas pudding mix. Seen here also lending a hand are, from left, POCK Pinkie Pink, Cdr. Alan Wright, LCK Robbie Ware, JS Norman Brindley and CK Taff Powell (seated front).





What a lot of bottle!

THESE lads look as though they've quite a thirst on... not surprising since the team of riders from HMS Newcastle spent four days in the saddle cycling north from Portsmouth to their namesake city!

The giant (imitation) bottle of Brown Ale accompanied the six riders on their marathon journey, with Scottish and Newcastle Breweries donating £1 for every mile covered.

Over £2,000 was raised during the event, money which was later presented to three local charities — the Percy Hedley School for handicapped children, Parkway Special School and Ward 26 (the children's ward) at Newcastle General Hospital — during the ship's visit to the Tyne in October.

● Pictured getting ready to crack open a bottle (or two) are, from left, LRO Jock Petrie, Sub-Lieut. Steve Whitehead, LWEM Mark Monaghan, MEM Ollie Burton, AB Alec Faulkner and LPT Wayne Hodgkinson.

IN THE SADDLE

A TEAM of eight electricians from the Clyde Submarine Base raised over £1,700 for sick children at Yorkhill Children's Hospital, Glasgow and Newcastle General Hospital by cycling between the two cities.

Under the leadership of CPOMEA(ML) Neil Murray the team, all from the Electrical Department on the Admiralty Floating Dock, cycled in pairs and covered the 210 miles in just 16 hours.

The fund was launched by a generous £300 donation from Courage Breweries Ltd. and received an extra boost from LMEA Gary Wright who managed to raise £458 through private sponsorship.

SPOT THE GORILLA

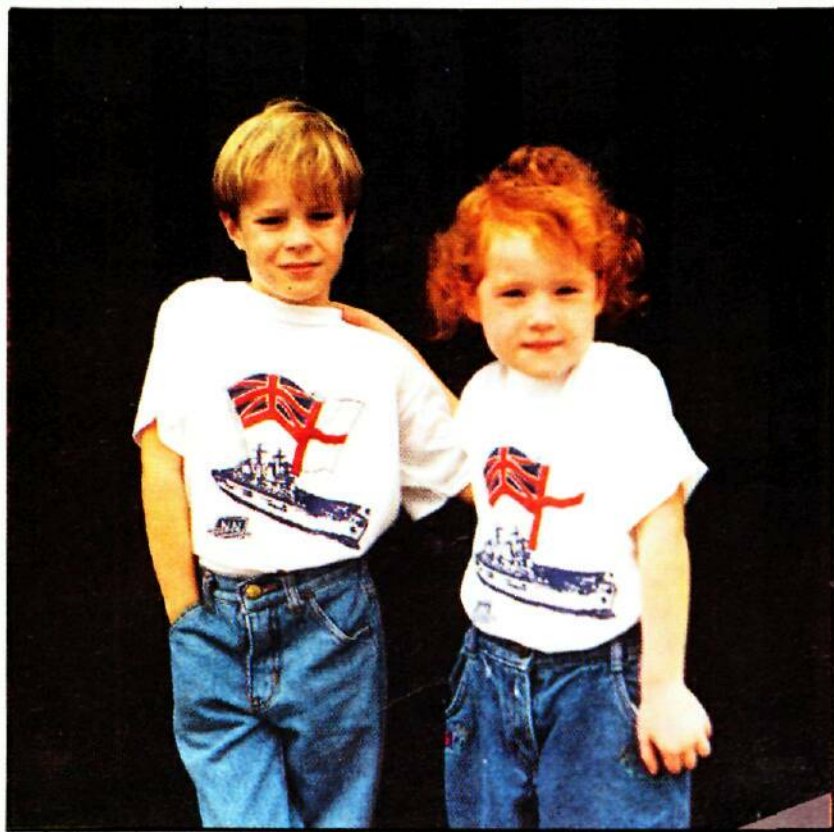


THAT enigmatic smile of relief says it all... Guy the Gorilla is back among his friends in the POs' Mess in HMS Exeter.

During the destroyer's visit to the Mediterranean the POs' cuddly mascot was kidnapped by the ship's cooks and a ransom demanded for his safe return.

After coughing up £20 the gorilla was back in the mess and is pictured with some of his shipmates who went on to compete in a sponsored Rock-Race in Gibraltar to raise money for Multiple Sclerosis. (By the way, the gorilla is the one in the middle!).

CHRISTMAS — CRACKERS



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BABY BOOST

DUNFERMLINE Maternity Hospital's funds were boosted by £500 when Lieut.-Cdr. Frank Smyth, commanding officer of the Rosyth-based mine countermeasures vessel HMS Ledbury, handed over a cheque to Mrs Isabel Mill, Clinical Midwifery Manager.

Various events were held on board during Operation Granby including horse racing, a barbecue, ship's company raffle and a football sweepstake.

The Weapons Engineering Officer CPO Joe Erskine even went on a sponsored slim losing two stones, adding considerably to the funds.

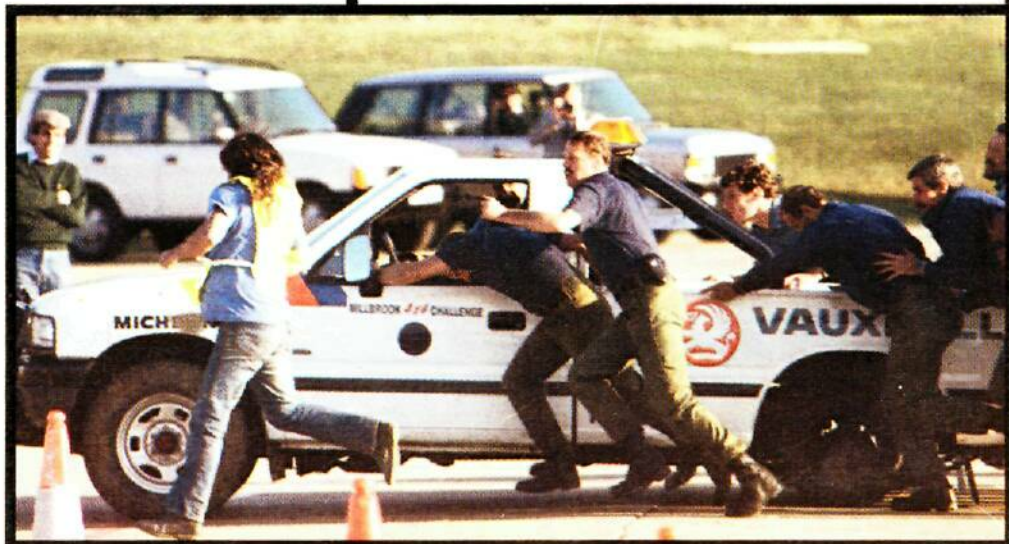
Navy in top gear

PICTURED in the thick of the action are members of the RN team who competed against the RAF and Parachute Regiments in the Millbrook Challenge, a tri-service 4x4 off-road driving competition held in Beds.

Although the Paras won the competition the RN team, led by Cdr. Peter Jaynes, from HMS Sultan, did a great job beating the RAF in the final event to come a creditable second.

In a separate event the First Sea Lord Admiral Sir Julian Oswald, CINCPACVADM Admiral Sir Jeremy Black and senior representatives from the other Services competed for the First Sea Lord's Challenge Trophy.

Over £25,000 was raised on the day, all of which will go to Service charities with the KGFS benefiting from the RN share.



BIKERS REV UP

FOLLOWING the successful charity tour of naval establishments last year, the Royal Navy Motorcycle Club repeated the feat last month on motorcycles supplied by BMW, Triumph and Sport for Television.

The tour was in aid of the BBC's Children in Need Appeal and the club visited naval establishments around the UK collecting sponsorship and donations.

The main method of collecting money during the tour was by rattling tins and robbing naval personnel of any spare cash they had to hand. However, there is also a RNMCC Children in Need account and individual donations can be made to Lieut. Sean Winkle, Secretary RNMCC, DPSO, HMS Daedalus.

As well as acquiring free machines BP provided free fuel and Norwich Union the insurance.

Resolution cycles at sea



TWO of HMS Resolution's starboard crew raised £1,000 by cycling from John O'Groats to Land's End — without even leaving the submarine!

CPO Coxswain David Howell and CPOEA David Bailey cycled the equivalent mileage on the submarine's exercise bike while the Resolution was on patrol.

Sponsorship raised by friends, family and the rest of the crew will be used to buy and train Guide Dogs for the Blind.

Pictured at the cheque presentation are CPOEA David Bailey, Mrs Pam Whitehead and Mrs Chris McLashlan, of Guide Dogs for the Blind, Mrs Marie Holloway and her guide dog Arden, HMS Resolution's commanding officer Cdr David Tall and CPO Coxswain David Howell.

Helping Hands

Courageous run for baby unit

ROUNDING up crew members to take part in a sponsored run proved easy for Charge Chief George Prior of HM submarine *Courageous* and, with a little gentle persuasion, 58 officers, senior and junior rates, as well as the commanding officer Cdr. Chris Munns, entered the Helensburgh 10 km Road Race.

Many of them had never run before but the chance to help the Special Care Baby Unit at the Vale of Leven Hospital proved a strong incentive and, after several training sessions to improve fitness, all 58 runners completed the race.

Originally the plan was to raise around £500 but on collection of sponsor money, the total exceeded £1,300. The cheque was presented to the Special Care Baby Unit by Charge Chief Prior and his colleagues and there they met Mrs Julia Gold, whose husband is a cook in HMS Neptune's main galley.

Julia's daughter Amy Claire was a recent recipient of the unit's special care when she was born three months early, weighing just 1lb 14oz.

Members of the WOs' and CPOs' mess at HMS Daedalus brought a concerted charity fund-raising effort to a successful conclusion when Mrs Irene Davenport accepted a cheque for £1,000 on behalf of the Wessex Cancer Trust Children's ward.

The presentation marked the end of a series of raffles and other social functions organised by the Senior Rates during the previous six months.

Nurses from the neo-natal intensive baby care unit, Portsmouth, were bowled over when officers at HMS Dryad presented them with a cheque for £90.

The officers, who were on an Officer of the Watch course, raised the money at a charity bowling evening.

Anti Submarine Warfare Instructors, also from HMS Dryad, have been hard at work raising money for the Elizabeth Foundation. Motor Neurone Disease and the children's ward at Queen Elizabeth Hospital.

A team of six cyclists still managed to raise a smile when they arrived back in Portsmouth after riding 475 miles from Rosyth, especially when they heard they had raised over £1,000.

Three Senior Rates Stores Accountants from HMS Dolphin completed a unique charity event to raise funds towards the cost of an electric wheelchair for Mrs Karen Crumpler, wife of POSA Peter Crumpler.

HMS Collingwood was also the site for a car boot sale held by SSAFA which raised £267.

Several fund-raising coffee breaks were held around Portsmouth Naval Base to help raise

PITY the poor assistant editor who, every month, finds herself confronted with a large assortment of photographs of sponsored bike rides and giant cheque presentations.

Much as she still intends to report these worthy deeds, she's now laying down a challenge to all those who organise charity events to come up with something just that little bit different.

So it's over to you ... remember the more original the photograph, the better the chance of your event appearing on the Helping Hands pages.

The aim of the event was to obtain signatures of as many officers, WOs and civilians in Supply Officer (Stores) appointments as possible in 24 hours.

At the end of the period the team had travelled 1,400 miles to places as far afield as Helston, in Cornwall, and Faslane, in Scotland, and had obtained 16 signatures raising nearly £1,600.

The money will help purchase an electric wheelchair for Karen, who contracted Transverse Myelitis last December, a disease which leaves its victims paralysed.

HMS Dolphin was also the scene of a day out for the Billeald family, of Upper Basilston, Berks., who visited the submarine base as part of their prize in a "Dream Action" held in aid of the Save the Children Fund.

Senior citizens at Collingwood House, Fareham, received Harvest Festival donations from St George's Church, HMS Collingwood.

Rev. John Metters, Cdr. Paul Morris and three trainees from the Mechanical Training School delivered the gifts following the ecumenical lunch in the chaplaincy.

At a charity evening held at HMS Inskip £600 was raised for St. Catherine's Hospice, Preston, and the Young Disability Unit, Sharoe Green Hospital, also in Preston.

After running his first half marathon Lieut.-Cdr. Terry Iles, the First Lieutenant of HMS Juno, raised £547 for the Princess Chula Ward at the Royal Marsden Hospital for Sick Children.

The cheque was presented to Staff Nurse Kathy Tugwell by HMS Juno's commanding officer, Cdr. Keith Redford.

Three teams from HMS Osprey took part in the 1991 Tri-Service Wheelchair Fun Marathon at RAF Locking, raising over £400 for the British Sports Association for the Disabled.

The teams, from the Aircraft Maintenance Group and the Air Engineering Department, consisted of three pushers and one disabled person in a wheelchair.

Each member took a turn at pushing the wheelchair around one lap at a time with all members completing the last lap.

TRIATHLON DATE FOR LADIES' CLUB

ON LAST month's Helping Hands page we featured a group of PTs from Rosyth who raised money for Edinburgh's Royal Hospital for Sick Children.

Sadly, one of the PTs, LPT Tony Patridge (26), has died in an accident in the Falkland Islands, leaving a widow Lorna and a one-year-old son Danny.

Tony, who was previously based at HMS Cochrane, was described by colleagues as "well-liked and a dedicated hard worker" and, as illustrated on the Helping Hands page, was always willing to get involved in doing good works of his own.

In memory of Tony's charitable nature the Ladies' Club at HMS Temeraire,

Portsmouth, have decided to hold a fund-raising Triathlon on Sunday December 8.

Naval wives, Wrens and MOD civilians, who have regularly been working out under the guidance of LPT Brigham Young, POPT Dave Pepper and LPT Alex Rose, plan to swim, run and cycle their way to a grand total, money which will be placed in a fund for Tony's son Danny.

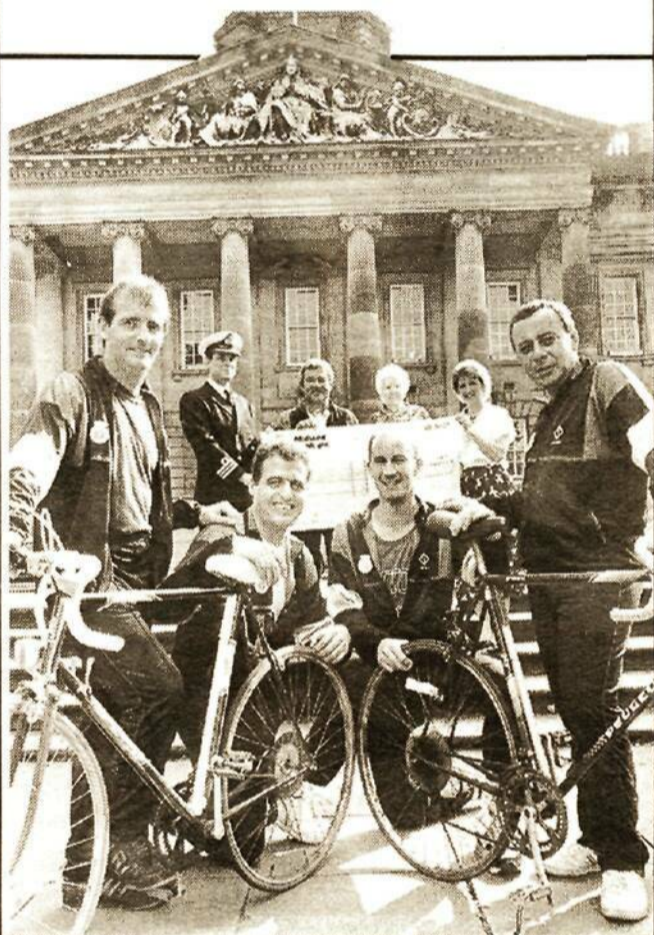
Families and friends of the Ladies' Club members who also wish to take part will be welcomed with open arms —

as will those who merely wish to sponsor the event.

Further details and sponsorship forms are available from LPT Brigham Young, HMS Temeraire (tel. Portsmouth Naval Base, ext 25722/25721).

The Ladies' Club members meet at HMS Temeraire every Tuesday and Thursday at 18.30 hrs where the PTs put them through vigorous circuit training sessions! Newcomers are always welcome — contact LPT Brigham Young (see above) for details.

Lancaster in a spin



THE WOs' and CPOs' Mess of HMS Lancaster, the latest Duke class Type 23 frigate to be accepted by the Navy, has raised £750 for two of Lancaster's charities, the Special Care Baby Unit at the Royal Infirmary and the Nazareth House children's home.

Their commanding officer, Cdr. Jon Welch, sent the riders on their way from Yarrow Shipbuilders and despite the CMEM getting lost on the outskirts of Glasgow they arrived safely in Lancaster the next day.

There to meet the team of riders were Cdr. Welch, the town's mayor, Cdr. Doris Henderson, and Mrs. Pat Shaw from the Special Care Baby Unit.

● Pictured on the team's arrival in Lancaster are, rear, from left, Cdr. Jon Welch, CCWEA Sandy Sanderson, Cdr. Doris Henderson, Mrs Pat Shaw; front, from left, CMEM Kevin Byrne, MAA Phil Keen, CPOMEA Gary Rawlings, CPO(OPS)(S) Dave Shepherd.

Splendid effort

HAVING recently become affiliated with Blackpool, the crew of the HM submarine *Splendid*, currently undergoing refit in Devonport, were delighted to find their fund-raising efforts rewarded when their adopted charity, the Heart Unit at the town's Victoria Hospital, was able to buy a much-needed heart monitor.

The hospital was some way short of its cash target until a team of 10 "Splendid" men came to the rescue by raising £1,500 from a sponsored 462-mile cycle ride to Blackpool.

Keen to raise money for less well-known charities the crew are now planning a pre-Christmas fund-raising event in aid of underprivileged children in the Blackpool area.

It takes a Brave man



LAURA Franklin votes husband LMEM Brian Franklin Man of the Year every year, but now she's pleased to hear this title has been officially recognised!

Brian, of HMS Brave, was declared Man of the Year by the charitable Worshipful Company of Haberdashers, which has been affiliated to the Plymouth-based Type 22, for the past five years.

Fund-raising efforts

Judges were not only impressed by his leadership qualities, ably demonstrated during the ship's service in the Gulf, but also by his fund-raising efforts carried out on behalf of one of the ship's stokers who broke his neck in a diving accident.

Lieut.-Cdr. Andrew Jackman, of HMS Brave, said: "The award is based on a sailor's overall performance above and beyond the call of duty."

"LMEM Franklin is a very good leader of men and he has also played a leading role in collecting money for the stoker."

Picture: PO(Phot) Stuart Antrobus

Donations made in memory

AFTER the death of their son ALCT Paul Carlin in a road accident while on course at Loughborough, Jim and Pat Carlin declined floral tributes and requested donations be made to Alan's favourite charity, the RN and RM Children's Home, South Africa Lodge.

Paul's father Jim also took part in a charity walk, the proceeds of which, together with donations from Paul's friends and colleagues in the Navy, Army, RAF and the Royal Marines, raised £1,500 for South Africa Lodge.

The generosity of those who made donations has proved a great comfort to Jim and Pat Carlin and they would like to thank all those who gave of both their time and money.



Family Life



More sheltered housing to let

THE Agamemnon Housing Association is about to start work on more sheltered housing to let to tenants who have reached state retirement age and who served in the RN, RM, WRNS, QARNNS or the Naval Nursing Service, including their widows/widowers.

The association, which currently has 40 flats at Southsea and 73 at Bridgemark, Gosport, has gained planning permission to develop a further 25 sheltered units in the grounds of South Africa Lodge, Waterlooville, the RN and RM Children's Home. Work is expected to start in January with a completion date of Easter 1993.

All the flats will be centrally-heated and consist of lounge, bedroom, kitchen and bathroom/wc.

In addition to the flats there will be a communal lounge and kitchen, purely for social events, a laundrette, guest bedroom, gardens and parking spaces.

Rents will be at a level recommended by Hampshire Rent Officer.

Of the 25 flats, one will be reserved for a resident warden, seven will be two-person flats and the remaining 17 one-person units.

The association is controlled by a committee of management under the chairmanship of the

Commodore of HMS Nelson, Commodore Chris Hebron. They have named the project Somerville Court after Admiral Somerville who was the first chairman of the Victory Housing Society which has provided the money for the flats as a

grant.

Applications for the flats, bearing in mind the completion date, can be made to The Manager, Agamemnon Housing Association Ltd., Swiftsure Block, HMS Nelson, Portsmouth PO1 3HH.

FAMILIES DAY OUT IN BRAZEN

AFTER a busy month away from her base port in Plymouth during which HMS Brazen visited Aarhus in Denmark, took part in Exercise North Star, involving 50 ships and 200 aircraft of the NATO alliance, and paid a recruiting visit to Dundee, it came as a welcome change to entertain families of the ship's company for a day at sea.

Over 200 family and friends were treated to a series of displays ranging from Man Overboard drills to a flying display by the ship's helicopter and an air defence exercise involving Hunter aircraft from FRADU Yeovilton.

The ship's visitors also witnessed an impressive display of naval gunfire by HMS Brazen's 20mm and 30mm crews firing at parachute flare targets.



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BRITISH AIRWAYS

Gibraltar's in the swim



THE waters around Gibraltar are just that little bit safer thanks to the latest successful RLSS (UK) Lifesaving Course held for Service children.

Under the expert tuition of CPOPT Pete Crowley, of HMS Temeraire, many of the children not only achieved their Pool Lifeguard's Certificate but also broadened their basic knowledge of water safety.

Using the RLSS (UK) Aqua Packs 1 and 2

they learnt emergency accident procedures, rescue skills and were taught how to perform Expired Air Resuscitation (EAR).

On completion of the courses 71 children achieved varying levels of Aqua Pack 1 and 2 and five children were awarded Aqua Gold and Lifesaving 1.

Their certificates were presented by Capt. Stuart Tickner who attended the final stages of the National Pool Lifeguards exam.

Fishing vessel towed to safety

WHILE running for shelter from severe storm force winds off the east coast of Scotland, HMS Anglesey came across the Peterhead fishing vessel Accord drifting and lying ahull to 60ft. seas, having lost all engine power.

NATO meeting

MARITIME Headquarters, Pitreavie, in Scotland, was the venue for this year's NATO Mine Warfare Conference, where the Commander North Atlantic, Vice-Admiral Sir Hugo White, and his staff hosted over 60 delegates from NATO Commands.

The main theme this year was the evaluation of mine countermeasures operations in the Gulf during and after Operation Granby.

Skipper of the 100ft. fishing purser, James Duthie, said: "We were drifting and conditions were getting worse. Then the Anglesey seemed to appear out of nowhere... we were pretty happy, to say the least."

High winds

With darkness approaching and the weather deteriorating into 60-70 knot winds, HMS Anglesey, under the command of Lieut.-Cdr. Neil Tidbury, succeeded in passing a tow to the stricken vessel which held for two hours withstanding massive loadings as the Accord surfed down waves towards the

fisheries protection vessel.

Finally the shackle fastening the towrope parted violently. Attempting to re-pass the tow, passing within 20ft. of the Accord, a huge wave broke over HMS Anglesey's quarter-deck as the gunline was being fitted, injuring two members of her ship's company who were thrown against the ship's bulwarks.

With conditions now at Storm Force 11 a further rescue attempt was called off and the offshore tug Schelde 12 was alerted to stand by the fishing vessel which was taken to Peterhead the following day when the storms had abated. It was only after the two men

were smashed against the ship by waves crashing over the deck that Lieut.-Cdr. Tidbury decided to head for Aberdeen.

"In 20 years at sea I have never seen such mountainous waves," he said.

"When the two crewmen were injured my priorities had to change. We have no medical staff on board and only limited equipment."

The injured men, LSA Gary Tait and LS(MW) John O'Rourke, were later taken to hospital in Aberdeen.

HMS Exeter interrupted firing trials off the coast of Gibraltar to rescue two Spaniards stranded in a broken-down power boat.

Attempts by the ship's company to repair the boat were unsuccessful and the crew were transferred to HMS Ranger, which recovered the stranded vessel and took it to Gibraltar.

HMS Exeter, the first British warship for two years to have an open day for visitors while alongside in Gibraltar, will have a permanent reminder of the incident. On board was a Gibraltar TV crew covering the exercise.

REDUNDANCIES

From page one

date retired pay or pension based on length of service, plus corresponding terminal grant.

Those selected for redundancy will be given one year's notice as far as is practical. People wishing to leave at less than this notice may be able to, if the exigencies of the service allow. Latest date of service for those selected in Phase I will be March 31 1993.

Following the latest date for receipt of Phase I applications — Jan 15 1992 — (also the final date for withdrawal of any applications previously submitted), redundancy selection boards will sit in February and March. Names of those selected will be announced on April 1.

Officers and ratings still owing return of service for courses, further training or selective promotion may be considered for redundancy and may apply.

In the case of officers, about 30 Captains and 50 Commanders of all lists of the X, E, S, I and W specialisations will be made redundant in Phase I. At Captain rank, redundancies will be mainly from the X, S and I specialisations and at Commander rank mainly from the E, S and I specialisations.

No redundancies are planned for Royal Marines, Medical Dental or QARNNS officers in Phase I.

In case of the 320 WO, CPO and PO posts involved, only ratings who have attained at

least 12 years service from age 18 (or date of entry if later) at March 31 1993 will be eligible for this redundancy phase.

Ratings whose notice to leave the Service is in force, and those who withdrew their notice after the Second Sea Lord's signal of July 22, will not normally be eligible for redundancy. But this does not preclude their applying, nor their selection for compulsory redundancy. Ratings under warning for discharge may not apply.

Categories from which applicants are required, and the rating levels involved, are as follows:

General Service (Non-Art) OPS(EW) — CPO, OPS(M) — WO, PO, OPS(R) — CPO, OPS(SONAR) — CPO, OPS(D) — CPO, PO, OPS(MW) — WO, OPS(SEAMAN) — WO, CPO, RO(G)/RO(T) — WO, PT — CPO, REG — WO, CPO, PO, MEM(M) — WO, CPO, PO, MEM(L) — CPO, PO, MEM(O) — WO, CPO, WEM(R) — WO, CPO, CA — CPO, PO, CK — CPO, PO, SA — CPO, PO, WTR — CPO, STD — WO, PO.

Submarine Service (Non-Art) MEM(M) — CPO, MEM(L) — WO, CPO, PO, WEM(O) — WO, WEM(R) — CPO, RO(SM) — PO, STD — PO.

Fleet Air Arm (Non-Art) NA(AH) — CPO, PO, NA(SE) — WO, PO, NA(METOC) — CPO, ACMN — PO, AEM(M) — PO, AEM(R) — CPO, AEM(WL) — CPO, PO.

Artificer/Technician MEA(EL)(SM) — CPO, WE(A)(ADC)(SM) — WO, CCPO, WE(A)(AD)(CEW)(SM) — CPO, CT — WO, MT — WO, CCPO, CPO, AEA(M) — CPO, PO, AEA(WL) — CPO, PO, AEA(R) — CPO, PO.

WRNS RO — WO, CPO, STD — CPO, PO, SA — CPO, QA — CPO, PO, ETS — CPO, REG — CPO, WTR — CPO, AEM(M) — CPO, PO, AEM(WL) — PO, AEM(R) — PO, PHOTO — CPO.

Those interested in applying should study fully the signal sent to the Fleet in November and the DCI expected in early December.

ALL GIRLS TOGETHER



THIRTEEN proved to be a lucky number for a group of Wrens when they provided the first all-female guard at HMS Drake.

Led by PO Pippa Cooke, the Wrens were armed with SA-80 rifles with fixed bayonets and were inspected by HMS Drake's commanding officer Capt. David Wixon during the establishment's division's ceremony.

There not being any Wren PO(M)s or Gls yet, the guard was drilled by HMS Drake's male ceremonial staff. "We have had mixed guards before,"

said Lieut.-Cdr. Stuart Walker, but this is the first time we have held a complete Wrens guard by itself.

"They did very well indeed and their turnout and drill brought credit to the Royal Navy."

And he added: "I believe HMS Raleigh has provided a 'mixed' guard in the past so no doubt they'll be aching to catch up with us!"

Brilliant weekend

THE ship's company of HMS Brilliant marched through Royal Tunbridge Wells during the visit to their affiliated town, where the Mayor, Cllr. James Scholes took the salute. After the march-past the Town Council held a reception and lunch for the ship, followed by a full programme of sporting events.

The visit was rounded off with a disco and barbecue, a popular event further establishing links between the town and ship.

FESSEY TROPHY FOR NORFOLK

HMS NORFOLK's ship's flight has been awarded the Fessey Trophy for "... their ever-cheerful and willing response to every task" and are commended for their hard work and professionalism.

The trophy, which depicts a bronze kingfisher, was presented to the Squadron by Mrs. Marion Fessey.

During the year, 209 Flight have had a varied programme, embarked in HMS Penelope with the NATO On-Call Force Mediterranean, assisting HMS Norfolk with First-Class Flying Trials and working closely with RNAY Fleetlands, supporting deck handling trials for the Merlin helicopter.

The Fessey Trophy is awarded annually for the highest standard of team spirit and professionalism within 289 Sqn. Lynx Flights.

New sub joins Fleet

HMS TRIUMPH, the first RN nuclear submarine to be built entirely undercover, joined the submarine fleet last month when she was officially handed over by VSEL at Barrow-in-Furness.

Launched in December last year by the less spectacular-

ROEBUCK BREAK

HMS Roebuck took time off from her surveying duties to act as flagship to Flag Officer Plymouth during his visit to the North West of England.

While alongside at Workington, the Roebuck hosted visits for many local organisations, including Maryport Sea Cadet Corps, presented with their Burgee by her commanding officer, Lieut.-Cdr. Bob Wilson.

method of lowering her into the water on cradles, she joins the six other Trafalgar class submarines all now based in Devonport.

HMS Triumph is equipped with an array of modern sensors and weapons, including Tigerfish torpedoes and Sub-Harpoon anti-ship missiles.

Studies are expected to begin soon to define the design options for future nuclear-powered fleet submarines to succeed the Swiftsure class, due for replacement at the turn of the century. The new class of submarine will be based closely on the Trafalgar class.

The Navy's newest mine-hunter, HMS Cromer, was also

accepted into the Fleet last month at Vosper Thornycroft's yard at Woolston, Southampton.

The Sandown class mine-hunter, the third of her type, will undergo operational sea training and will be officially commissioned next year.

She will then serve with the Third Mine Countermeasures Squadron in Rosyth.

The fourth of the class, HMS Walney, was launched last month to be followed by HMS Bridport next year.

HMS Lancaster, the latest of the Type 23 Duke Class frigates, was also accepted into service last month.

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PLEASE INCLUDE MY OWN CARD

PLEASE INCLUDE MY MESSAGE

DIAMOND FLOWERS, LES ARBRES, LES GIGARDS, ST. SAMPSONS, GUERNSEY, CHANNEL ISLANDS.



"But there aren't any Wrens in the ship YOU visited!"

NEWSVIEW

Christmas a time for big decisions

TOWARDS the end of a year which has been both dramatic and traumatic for the Services comes detail of the personal effect of the Navy's reducing manpower requirement.

Earlier in the year it became known that naval strength is to fall to about 55,000 by the mid-1990s. But the planning equations showed that administrative measures and the effects of natural wastage combined would not achieve the level required by 1995.

Now a redundancy programme is under way and its first phase aims to reach the target by individual applications rather than compulsory redundancy, although the latter cannot be ruled out.

Numbers are comparatively small, but the decision for officers and ratings in the categories involved is, of course, a major one and will depend on personal and family circumstances and career hopes (either inside or outside the Service). Even then, because of the needs of manpower balance, not all applicants will necessarily be selected.

Certainly it is realised that the redundancy programme may lead to some uncertainty at all ranks and rates, but there remains a determination to deal with the reduction in a way which is, as far as possible, fair both to those who leave and those who remain.

That, of course, still leaves a difficult decision for some people over the Christmas period, bringing a very individual dimension to the expression Options for Change.

Meanwhile, to all our readers, whether involved in this decision or not, Navy News sends its best wishes for Christmas and the New Year.

Go on, be a sport

MOST people like a good flutter and the Navy is no exception. Its new sports lottery is coming along nicely — getting a result as sportsmen say (and our back page reports).

Quite apart from the weekly windfalls for the lucky ones, nearly £50,000 is already being ploughed back into Navy sport after only a couple of months or so of operation. More tickets sold will mean more sporting projects aided. So as the festive season nears, the more the merrier ...

ADVICE ON COMPENSATION...

RULES and procedures over claims for compensation against the MOD and on war disability pensions give rise to a variety of queries — and a range of misconceptions.

Closely involved in advice and assistance is the Royal British Legion, which acts as a specialised citizens' advice bureau in compensation matters.

There have been over 2,000 compensation claims in the past four years, of which the MOD has settled liability for over 260 and has paid out over £3.25 million. Sums awarded vary between £75 and over £300,000.

Nearly 900 claims have either been repudiated by MOD or withdrawn by claimants. Meanwhile, over 800 claims are currently being investigated.

Says Mr. Peter Godley, of the Legion's Pensions Department, "We are unable to give financial assistance with legal fees but can put people on the right track. After obtaining detailed information from a prospective claimant and discussing the matter with him, we forward the case papers to the secretary of the Association of Personal Injury Lawyers (APIL) Special Interest Military Group if the claimant has not engaged his own solicitor."

"A solicitor from the group will contact a claimant for information and will write a report on the prospective claim at no charge, and a copy of this will be sent to me if the claimant agrees."

"I also have an extremely good liaison with the MOD Claims Department and normally can obtain up-to-date information on ongoing claims."

Same rights

"Regrettably there is great ignorance in all three Services regarding compensation claims and many people think it is 'not cricket' as they may be involving people with whom they serve."

"This is not so. The passing of the Crown Proceedings (Armed Forces) Act 1987 enabled Service personnel to have the same rights as the rest of the country in making compensation claims for negligence against an employer."

"I have had nearly 100 inquiries

Sorting out a legion of claims

on compensation claims so far this year. Obviously all have not been proceeded with after discussion with the individual. One of the main misconceptions is that people think they can make a compensation claim for negligence for an injury on the sports field; in cases like these, there is no negligence by the MOD or its servants."

From 1987

The Legion Pensions Department's leaflet outlining the position on compensation claims points out that the 1987 Act, relating to serving and ex-Service personnel, is not retrospective and claims for compensation can only be made for incidents after May 15 1987.

Claims can be taken to a civil court if individuals are not satisfied with the award made by MOD or if the claim has been rejected.

The legal limitations for submitting a personal injury claim to a third party, whether MOD, a civilian authority or an employer, is three years from the date of the incident or from when the person making the claim reasonably became aware of the injury.

The alleged negligent act must have been committed while the person was on duty.

The RBL provides a series of examples of possible negligence, including failure to maintain equipment; failure to maintain property

to a good standard of repair; allowing agents or servants to contravene written rules or orders so causing injury or harm; and failure in correct medical treatment.

Of all the claims made in the past four years, only four have gone to civil court — two were successful and two disallowed.

The RBL says it should be remembered that an amount equal to certain Social Security benefits which may have been received for the condition for which compensation is payable will be taken off that compensation. This applies to all compensation payments, whether MOD or civilian.

The RBL also says that many people are unaware that they may be able to make a claim for what is called a War Disability Pension after they have left the Services — although the title is a slight misnomer as they do not need to have served in a war or armed conflict to be able to make a claim.

"We handled 20,000 cases last year, of which 5,300 were new cases, said Mr. Godley. "We obtained a total of £8,400,000, of which £3 million was the annual value of pensions and allowances and £5,400 comprised of lump sum settlements and arrears. We represented 1,900 appellants at Pension Appeal Tribunals last year. Our services to claimants and appellants are free."

The Legion says people are entitled to claim if they consider their service in the Forces is related to a medical condition from which they are currently suffering. The most common one is noise-induced deafness. A War Disability Pension is paid by the DSS and is completely separate from any normal service retirement pension or Service invaliding pension.

Can appear

Individuals can make a claim direct to the War Pensions Directorate, Department of Social Security, North Fylde Central Offices, Norcross, Blackpool, FY5 3TA, or through the Pensions Department of the Legion. Claimants have the right of appeal to an independent tribunal if the claim is rejected or they are not satisfied with the award.

Entitlement to a War Disability Pension is considered automatically if a person is discharged from the Armed Forces on medical grounds. Individuals have to complete Service Form Med 24 while they are still serving.

The amount paid for a successful claim depends on current disablement. The War Pensions Directorate assesses the loss of physical disability or mental health by comparing the condition to that of a healthy person of the same age and sex.

A tax-free pension is paid if the disablement is assessed at 20 per cent or more. A tax-free gratuity is paid if the disablement is assessed at less than 20 per cent.

Further information on compensation claims and pensions can be obtained from the Pensions Department, Royal British Legion, 48 Pall Mall, London, SW1Y 5JY (Tel: 071-973 0633).

... AND DISABILITY PENSIONS

Concert on the casing

IF YOU were an international concert pianist and president of a Sea Cadet unit in dire need of a big financial boost, what more would you need to draw public attention to the fund-raising campaign? Answer — a submarine.

And that was just what maestro John Briggs managed to obtain to act as the strangest concert platform in his career. In immaculate evening dress, John tickle the ivories of a grand piano on the casing of HMS Osiris as she made her way down the cold and mist-shrouded Humber from Hull to Grimsby.

In a tricky operation the piano was swung on to the boat by crane at Hull under the disbelieving eyes of the crew. That done, the Osiris proceeded on her way to tuneful strains of such old favourites as "Rule Britannia", "We Are Sailing", "Yellow Submarine" and "Buddy Can You Spare a Dime?"

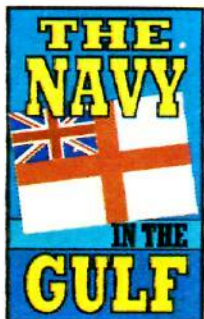
With the Mayor of Grimsby among the supporting

cast, John was hoping to raise at least £10,000 to fund Keighley Sea Cadet Unit's new headquarters. Forsaking his exposed position only as the boat approached Grimsby, John — who by that stage was almost hypothermic — said: "It's been a great day and we've attracted a lot of media attention thanks to all the help from Osiris. It's been one of my most memorable performances."

Subsunk casualty

Memorable, too, for the crew of the Osiris on her way back to her Portsmouth base after taking the part of the casualty in a Subsunk exercise run from the Pitreavie headquarters of Flag Officer Scotland and Northern Ireland.

"I don't think any of us have been involved in anything quite like this," said the Osiris's commanding officer, Lieut-Cdr Mike Gallagher, a Royal Australian Navy Officer on exchange duty. "This must be a first for the Submarine Service."



Roped in for the job

Not a Commando in sight — Stokers, Greenies, Seamen and Jack Dusties make up HMS Glasgow's "Rapid Rope Boarding Party".

The technique has evolved during the years of the Armilla Patrols and the Gulf War and is highly effective in quickly landing a small, well-armed team onto a merchant vessel with the minimum of fuss.

Armed with light machine guns, a "stick" of five men can deploy onto a possibly hostile vessel in a few seconds.

Much of the Glasgow's time on patrol — she arrived home at Rosyth last month — has been spent as "gatekeeper" in the Straits of Hormuz. With UN sanctions still in force against Iraq, she has been kept busy checking on the identities and destinations of merchantmen entering the Gulf.

● Right: learning the ropes — POMEM(M) Ian Goodall leads the way onto HMS Glasgow's fo'c'sle with SA Frank Barber following up.



Al-Hout war gamers

As the Armilla groups handed over — HMS Birmingham, Sheffield and Hermione supported by the RFA Bayleaf will be on patrol in the Gulf this Christmas having relieved HMS Glasgow, Coventry and Scylla — they took the opportunity to take part in exercises with the Royal Navy of Oman.

Exercise Al-Hout is usually an annual event. This time the Gulf War had left a longer gap and the Omanis put up eight units to take part in a series of OOW manoeuvres, jamming exercises, AAW and command

and control.

Although the huge floating minefield laid by the Iraqi Navy has been cleared the threat of unexploded mines in the Gulf remains high.

A sharp lookout is still being kept from the bow — the same observation point that saved the Type 42 destroyer HMS Gloucester.

Danger

Since her deployment to the Gulf in early June, the Glasgow alone has stopped and searched over 40 ships in her role to impose UN sanctions against Iraq. Sometimes even the best intentions can be misunderstood. When HMS Hermione's Surg. Lieut. Alan Fitchep landed on board the Taiwanese fishing vessel Horng Sheng after a distress call that her skipper had burned his hands in a galley fire, he found a crew-

man with 60 per cent burns.


It took him an hour and a half to convince his shipmates that the man's life was in danger before they allowed him to be transferred to the Scylla and flown ashore to hospital in the Coventry's Lynx helicopter.

● Former Senior Naval Officer Middle East Commodore Chris Craig headed the Royal Navy contingent at Buckingham Palace last month when The Queen decorated veterans of the war to liberate Kuwait. Now Chief of Staff to the Flag Officer Naval Aviation, he was made a Companion of the Order of the Bath in the Honours List published in our August issue.

Meanwhile more than 100 military aircrew who served in the war, including RN and RM fliers, were honoured by Rolls Royce at a dinner hosted by the aero engine company at Bristol.

Left — HMS Sheffield leads HMS Glasgow into Exercise Al-Hout. Below — an Omani fast attack craft follows in the wake of HMS Coventry.





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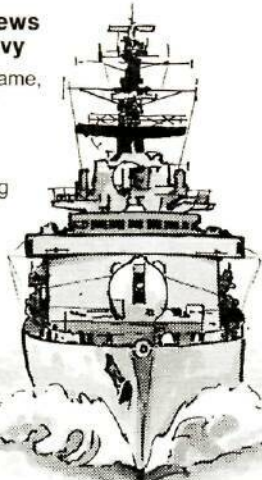
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NN/12/91



Amphibious ship plays a dual role

ONE of the largest warships serving in the Royal Navy, HMS Fearless is currently with the Dartmouth Training Squadron, giving her hundred or so young officers under training their first taste of "going foreign."

Other Dartmouth young officers are in HMS Minerva, the second squadron ship, which was visiting the Bulgarian port of Varna whilst Fearless was at Sevastopol. A report of Minerva's visit will be in next month's Navy News.

Prior to her deployment to the Mediterranean and Black Sea HMS Fearless was engaged in the role for which she was designed — amphibious landing support. During a week-long exercise off the west coast of Scotland she conducted loading and offloading, cross-decking and beach assaults, with elements of 45 Commando, Royal Marines, and the British Army's Blues and Royals and Royal Corps of Transport.

Other ships involved were the landing ships RFAs Sir Galahad and Sir Tristram, the destroyer HMS Manchester and MCMVs of the third MCM Squadron, along with Sea King helicopters of 845 NAS.

The exercise was conducted by Commodore Amphibious Warfare, Commodore Peter Grindal, who flew his flag in HMS Fearless.

● PHOTO ROUND-UP

Above — HMS Fearless leaving Gibraltar at the start of her Mediterranean and Black Sea deployment.

Below — An LCU carrying Scorpion light tanks of the Blues and Royals about to enter the flooded dock of HMS Fearless during amphibious landing exercises off the West coast of Scotland.

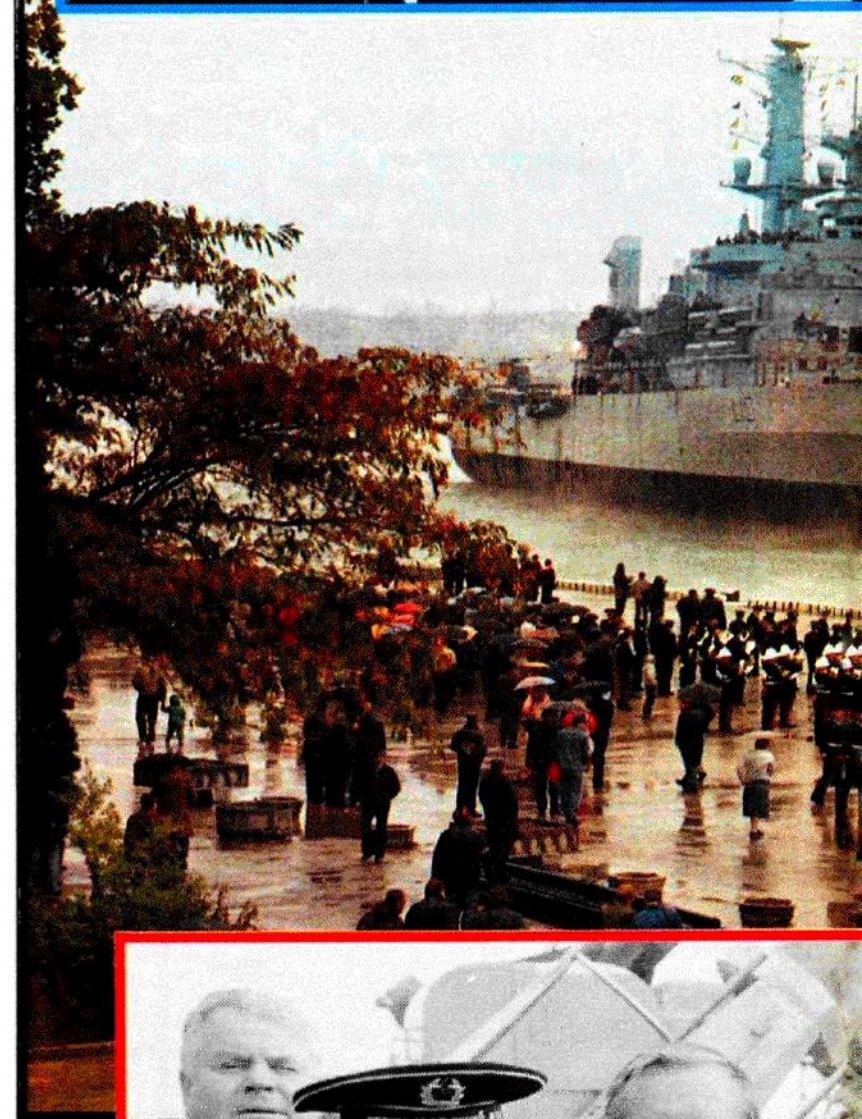
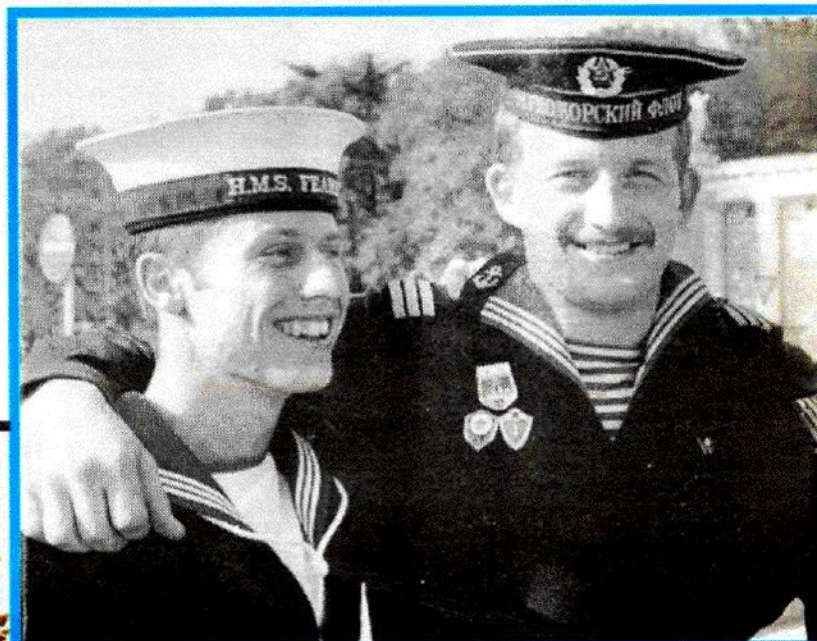
Right (top) — MEMs Andy Murrey (left) and Andy Boughey ashore with new-found oppos from the Soviet cruiser Azov.

Right — The Royal Marine Band from Britannia Royal Naval College, Dartmouth, flown out to Sevastopol for the visit, plays in HMS Fearless as she comes alongside.

Right (below) — The proud faces of Soviet Navy Second World War veterans on board HMS Fearless. They were somewhat surprised to be shown around the ship by a woman, young officer under training Johanna Bollen, pictured here in their midst.

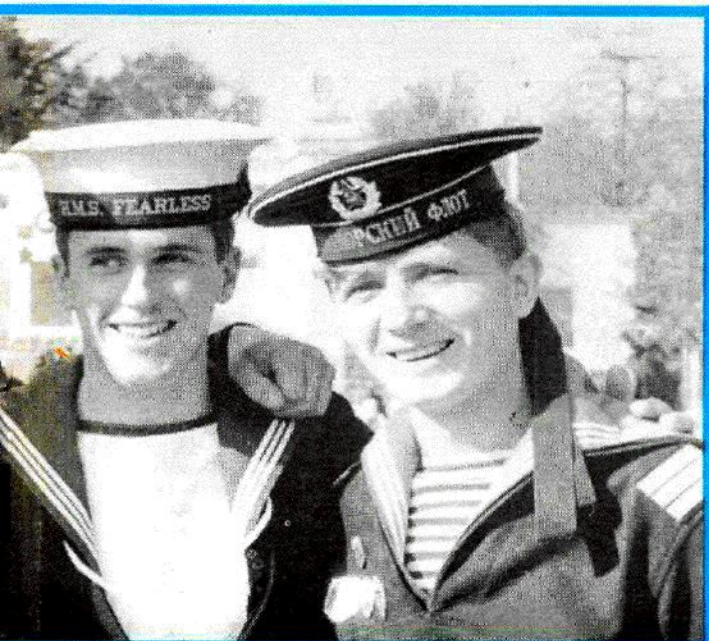


FEARLESS



SS AMONG FRIENDS

Historic visit to Sevastopol



SEVASTOPOL, the Ukrainian port, capital city of the Crimea and home of the Soviet Navy's Black Sea Fleet, had not seen a British warship in harbour for over 40 years, a period which has encompassed the darkest days of the Cold War and the more recent astounding changes as the effects of Perestroika and Glasnost have been felt.

HMS Fearless's visit, part of a continuing building up of stronger ties between the Soviet and Royal Navies, came at a time of growing uncertainty, with the prospect of the old Soviet Union fragmenting and the future of its armed forces uncertain, Ukrainian nationalists wanting to set up their own forces and take over the Black Sea Fleet.

None of this tension, however, interfered with the warmth and open-ness of the welcome the British visitors received.

Deputy Commander of the Black Sea Fleet, Rear Admiral Stanislav Alexeyev, described as "a rotund, jolly man, with a sharp wit" — threw all his energies into getting the most out of the Fearless visit, making the Royal Navy warmly welcome.

Impromptu

He arranged for hundreds of Soviet sailors and young officers to visit the British vessel, and astonished his British visitors by giving them an impromptu tour of the

submarine base at Balaklava — a fjord-like harbour filled with submarines — unvisited by Western military parties before.

Surprising

The Kara-class cruiser Azov was the Soviet host ship for the visit and here too Royal Navy officers were given a virtual free-run of the ship, able to examine in detail her weapons, electronics and lay-out as well as to sample the vodka in her wardroom.

What made this open-ness the more surprising was the fact that, until now, Sevastopol has remained a closed military city, and the 500 crew members HMS Fearless and her young officers under training

are among the very few Westerners ever allowed in — even for most Soviet citizens the city is unknown territory with its borders guarded and access restricted.

Understanding

For Rear Admiral Bruce Richardson, Flag Officer Flotilla One, flying his flag in Fearless, it was his second recent visit to the Soviet Union as he had led the visit to Murmansk in HMS London in September.

En-route to UK from Sevastopol, he said — "The Soviets opened up their warships, their aircraft, their homes and their hearts to us. Mutual understanding is the objective on both sides."

"The Soviets opened up their warships, their aircraft, their homes and their hearts to us."



THE FRIENDLY atmosphere was not just confined to military circles. When Fearless was open to visitors the crowds were so enormous that Soviet sailors had to be brought in to hold them back, and over 60 local families took crew members, male and female, into their homes — an extremely generous gesture given the hardships and shortages which they have to endure, with meagre food availability and even the water supply rationed to three hours a day.

The glimpses of life in Sevastopol that the visit afforded the men and women of the Royal Navy were a revelation to most of them. The town seemed clean and tidy but the shops were small and unkempt, with invariably a long queue outside and inside usually just pickled vegetables and tinned fish on sale, with no sign of fresh fruit or meat.

LS Steve Dermott described how, ashore on a rabbit run, the only items he found on sale in a toyshop were plastic buckets. However, he

rated Sevastopol highly as a run ashore — "It's amazing place. There were 14 of us. We had a two-course meal, bottles of wine, vodka and champagne. The bill for the lot came to £4."

Mobbed

Every day locals came on to the jetty to barter and to beg — soap, and chocolate being much in demand, and everywhere ashore crew members were mobbed by both adults and children, eager for their autographs.

Austere

MAA John Cole was surprised by the austere conditions — "It is hard to believe that a country which has so much technology, which can build jet fighters and send men into outer space can't feed its people."

Royal Marine bandsman Andy Embury summed up, perhaps, the feelings of most — "I've been amazed at how friendly everybody is," he said, "But the poverty they live in is very sad. People back home would be appalled."

Into the Valley of Death

RELATIONS between the Russians and the British were not at all friendly 137 years ago — the time of the Crimean War, best remembered for Florence Nightingale and for the Charge of the Light Brigade.

The site of the ill-fated but glorious charge is close by Sevastopol and Rear Admiral Alexeyev conducted a group visit to see the "Valley of Death", nowadays a valley of vineyards, famous for the pink sparkly wine produced there.



Picture, above — "Cannons to the left of them, Cannons to the right." — Lieut.-Cdr. Robin Davies (left), Assistant Naval Attache in Moscow, recounts the battle described by Rear Admiral Alexeyev, with Rear Admiral Richardson, FOF1, and Capt. Stephen Meyer, Captain of HMS Fearless.





Superbase Yeovilton

RNAS Yeovilton is one of the busiest military airfields in the UK — home to the Fleet Air Arm's Sea Harriers; Commando assault and anti-tank helicopters of the RN and Royal Marines; Hunters, Falcons and Canberras of the Fleet Requirements and Air Direction Unit; and the Swordfish and Firefly of the Historic Flight.

It also houses one of the world's leading aviation museums.

The unique atmosphere of this bustling community is brought to life in 120 fine colour photographs in *Yeovilton — Defenders of the Fleet*, No 22 in the Superbase series (Osprey £9.99).

Author Mike Verier notes that what makes Yeovilton

different from other "superbases" is its singularly British naval character — organised and run like a ship, it has the same robust good humour and subtly nautical esprit de corps.

It is half a century since Westland's chief test pilot Harold Penrose first touched down in the marshy Somerset field now known to the Navy as HMS Heron.

Many of the aircraft featured here have a universal appeal and application. The Buccaneer (left) has long been a must for Families Day. When signing for 43 new-build models in 1968 following the cancellation of the TSR2 and F111, the RAF had misgivings about operating a "hand-me-down" naval aircraft — but soon realised it had few equals in the low level strike role.

"With its exceptionally strong airframe, many people believed the 'Bucc' wasn't so much built as laid down on a keel and launched..." — JFA

Defying the odds

TWO new books by Alexander McKee — best known to the public for his work on locating the wreck of the Mary Rose — have a strong flavour of David v Goliath.

In *Against the Odds* (Souvenir Press £18.50), a compendium of 26 battles at sea from 1591 to 1949, raw courage is often combined with ingenuity in combatting superior forces. Not all were successful; the embryo submarine Turtle's aborted attack on Lord Howe's flagship off New York in 1776 might have worked — Washington thought it was "an effort of genius" — but a similar exercise 167 years later when X-craft crippled the Tirpitz at Kaafjord clearly showed how the mighty might be brought low by the midge.

From John Paul Jones to the Emden and the Amethyst, small surface forces have the lion's share in this saga of strongly individualistic acts of gallantry that so often had an effect out of all proportion to their apparently limited capabilities.

But McKee comes back to submarines in *El Alamein* —

Ultra and the Three Battles (Souvenir Press £15.99), probably the first account of one of the Second World War's most famous campaigns to give full credit to the vital role played by the scanty force of submarines operating out of Malta in contributing to the eventual victory over Rommel.

It also highlights the importance of the British codebreaking and decyphering operation in providing advance information about the Desert Fox's supply ships and troop movements — information which Captain "Shrimp" Simpson's 10th Flotilla was able to act upon to deliver what Afrika Korps Chief of Staff General Bayerlein regarded as the decisive blow long before Montgomery's artillery opened fire — "We should have taken Alexandria and reached the Suez Canal had it not been for the work of your submarines." — JFA

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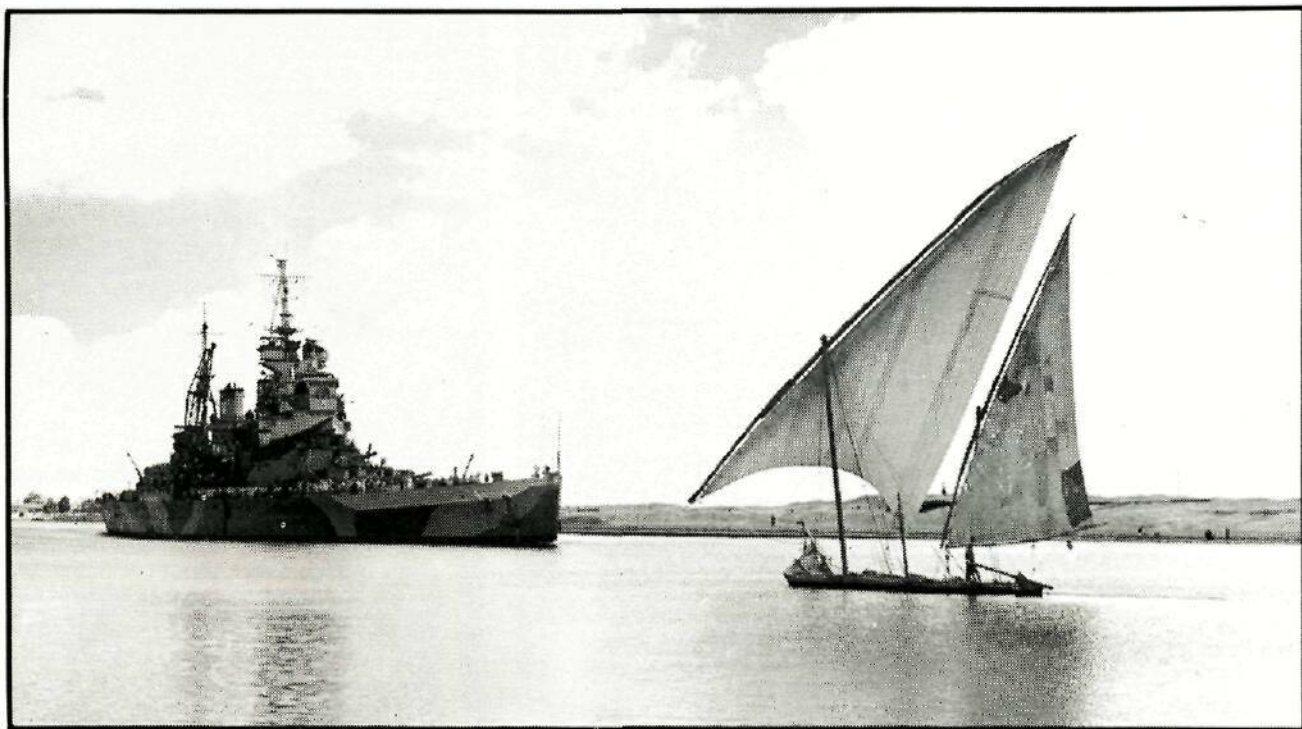
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Inherent weaknesses no bar to magnificent service for King George V battleships



THERE is little doubt that Bismarck and Tirpitz completely outclassed the five ships of the King George V class — they were faster, had vastly superior endurance and their eight 15-inch guns had far better range and rate of fire.

They were prettier, too — the high flare of their bows, rakish funnel cowlings and the majestic sweep of their lines made their opponents look distinctly outdated.

The KG Vs were, in fact, the weakest battleships completed by any nation in the Second World War. Yet HM ships King George V, Prince of Wales, Duke of York, Anson and Howe gave magnificent service. Not only did they batter Bismarck and Scharnhorst into blazing wrecks, but they ensured by their very existence the inviolability of the vital Atlantic and Arctic sea lanes.

None of the Royal Navy's other available heavyweights — the R class, Queen Elizabeth and Nelson classes — would have been fast enough to catch up with

Tirpitz had she broken out, and she could thus have paralysed our seaborne trade to the extent that the outcome of the war might have hung in the balance. The KG Vs alone provided the deterrent.

Shortcomings

In *King George V Class Battleships* (Arms and Armour £19.95) V. E. Tarrant explains how, despite their many technical shortcomings, this famous quintet — each possessed distinct personalities, as Admiral of the Fleet Sir Henry Leach, who had experience of them all, testifies in his foreword — managed to harmonise through "Alarm Bells" in the Denmark Strait that led to the sinking of the Hood; "Gottedamerung" at North Cape; to a "Requiem" for

the short-lived careers of the four survivors that ended soon after the war.

The Prince of Wales was the only loss to enemy action — 50 years ago this month.

Most serious of the faults attending the class concerned their main armament. The Washington Treaty had dictated the adoption of 10 14-inch guns if sufficient armour and speed were to be provided — yet the United States South Dakota class, considered the most efficient of the Treaty ships, had a heavier broadside of nine 16-inch guns while adding only 216 tons extra weight.

The 14-inch guns were supposed to compensate for the heavier 16-inch shell with a higher rate of fire; in practice this proved to be a complete fallacy — and in any case the gun mecha-

nism was prone to jamming which often severely limited the ships' fighting power. Individual guns in the Duke of York were unable to fire on 200 separate occasions.

In the first serious study of the class as a whole, design specifications and service modifications are included with a complete history for each ship and maps of the major actions in which they took part. The recollections of many of their people make this one of the most readable of recent warship profiles.

Above: HMS Howe passing through the Suez Canal on her way to join the Eastern Fleet in August 1944. She was the first of the King George V Class to sail for the Far East since the loss of the Prince of Wales, 50 years ago this month.

— JFA

HISTORY IT AIN'T

"RIGHT!" snaps the Sheriff of Nottingham at the end of a trying morning. "No more merciful beheadings!" We hear nothing further of this interesting concept, but it does indicate nicely what the revolting peasantry were up against before *Robin Hood, Prince of Thieves* came along. This is very much an updated Robin. He has acquired a black sidekick, overlooked, somehow, in earlier versions of the legend; and Sherwood Forest looks dank and sunless, no place for Merrie Men.

The sense of geography is startling, too. When Robin lands at Dover he announces to his chum that they will be in Nottingham by

maligned Hudson. The film is a comedy thriller, with a hare-brained plot featuring evil masterminds, planning to take over the world, exot-



Screen Scene

nightfall. In the absence of Ye British Rail this would be a remarkable feat, especially since the next shot shows them walking along Hadrian's Wall. But if it's an easy film to make fun of, it's an even easier one to enjoy. Kevin Costner is suitably upright and valiant in the title role, while Alan Rickman sneers and leers his way through the part of the evil Sheriff with an entertaining blend of comedy and menace.

Another *Robin Hood* — starring Patrick Bergin — was released almost simultaneously with this one and is available from the RNFC Video Library. It was savaged by the critics, but its emphasis on matters of nationality — native Anglo-Saxons against Norman newcomers, an aspect ignored in the Costner version — is probably closer to the historical reality.

Another film at which the critics turned up their collective nose was Bruce Willis's *Hudson Hawk*. Apparently there is a medical condition known as Calenture, defined by the text books as the irresistible urge to jump into the sea. If press reaction is any guide, letting prints of *Hudson Hawk* go onboard HM ships is practically guaranteed to start an epidemic of Calenture.

But let's stick up for poor

ic assassins who bump off their victims in novel ways, bizarre gadgets, last-minute escapes: the world of Bond, in a phrase. It's all adequately done, a pleasant enough time-filler, and it's hard to see why the film should have received such a roughing-up — unless it was in reaction to the goofy-looking pork-pie hat Willis insists on wearing.

Thirdly, *Out for Justice* starring Steven Seagal, he of the hatchet face and disconcerting pony-tail. The title tells all. A renegade mobster kills cop Seagal's best friend at the start of the film. "Gimme a shotgun and an unmarked car," comes the response. Thereafter the soundtrack is jumping to the sound of tortured tyres and the rattle of small arms fire — not to mention the snapping of bones, as martial arts expert Seagal chastises the various miscreants who dare to cross his path.

Finally — is it possible to have too much of a good thing? Football fans can find out by watching a new video called *501 Great Goals*, which runs for almost three hours and ranges over the last few years to find the best in goal-scoring action from the likes of Lineker, Clough, Gascoigne and co. Not recommended for sensitive goalkeepers.

— Bob Baker



At Your Leisure



Naval mastery maintained under acres of canvas

THE popular view of British naval supremacy in the 19th century is that it was based largely on the memory of Nelson's victory at Trafalgar, with gun boats as the uninspiring symbol of a moribund deterrent.

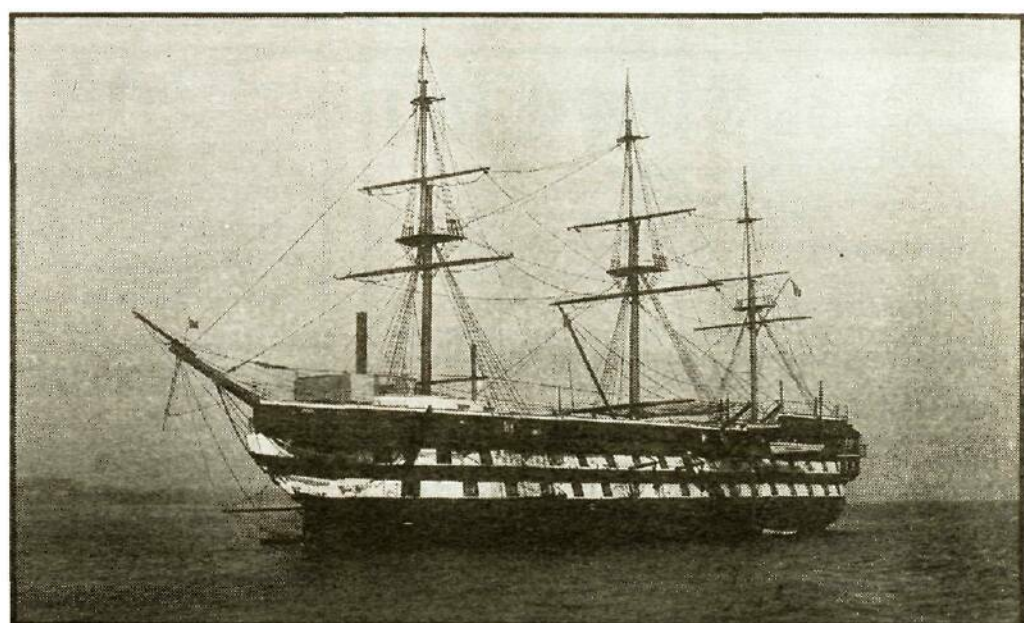
In fact the Royal Navy went on after Napoleon's defeat to build what was by a long way the most durable and effective sailing fleet then in existence, which enabled the country to maintain naval mastery at very low cost — it could long afford to delay implementing the advances of steam.

But as Andrew Lambert demonstrates in *The Last Sailing* (Conway Maritime £35) the active fleet that sustained the one world empire of the period, deterred its rivals and defeated presumptuous minor powers from Algiers to China was relatively modest in size.

The real power was invested in the long lines of Advanced and Reserve ships lying at Portsmouth, Plymouth and Sheerness.

Once mobilised, as in response to the Syrian crisis of 1840, the result was clear — France backed away from a contest she could not win.

Until fitted with steam



HMS Nile, last survivor of the post-1815 battlefleet, anchored in the Mersey in 1937 as the training ship Conway. She was broken up in 1956 after running aground on her way to refit at Birkenhead.

power and screw propeller in the 1850s the sailing battleship was the ultimate arbiter of war at sea — it was far from being rendered obsolete overnight.

Gunnery may have been the "unseen revolution", but the slow introduction of shells can be easily excused — early shells were dangerous things to have on board. Sir Howard Douglas, the best-known commentator on the development of naval artillery in this period whose disparaging opinions on shell

guns have often been criticised, was certainly justified in worrying about time fuses; if lodged in the fabric of the ship they could explode with an appalling "mining" effect.

Dr Lambert offers a convincing balance to his early study, *Battleships in Transition* — the Creation of the Steam Battlefleet 1815-1860, also complemented by David Brown's *Before the Ironclad*, both recently issued by Conway.

He expounds on the im-

proved knowledge of ship structure and timber seasoning, highlighting the work of Sir Robert Seppings, Surveyor of the Navy, who understood in 1814 that "the strength of a fabric consists not so much in the quantity of the materials of which it is composed as in the dispositions, the connection and security of its general parts" — a tenet that sustains shipbuilders and aircraft designers to the present day.

— JFA

Recapturing vanished glory days

RECALLING a black cat she had had dealings with in her youth, Carlene Pomfret tells us the creature bore the name Nigger and goes on "... doubtless that wouldn't be allowed in these days, but then the world has gone mad since 1928".

More or less sane than it ever was, the world has certainly changed and just how much becomes plain on reading *Cabin Trunks*

and *Far Horizons*.

As the wife of a Royal Navy surgeon, Mrs Pomfret travelled the globe. She encountered some extraordinary characters along the way but then — a founder member of the Chard Psychic Debating Society — she's one herself.

Published by MM Productions Ltd, 8b East Street, Ware, Hertfordshire, SG12 9HJ (0920 486003), these entertaining memoirs are available at £13.95.

War chart

MADE up of 14 concertina panels, *The History of World War II* can be kept in book form or opened up to create a mural over 15ft in length. Colour coding highlights the various theatres of war and photographs and maps are used throughout. Published by Studio Editions, it costs £10.99.

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How Pompey's pubs went flat

"SOME of your readers may be interested in our latest — it's all about pubs," said Portsmouth City Records Officer Sarah Quail.

Which may be true, of course — though *The Demise of the Demon Drink? Portsmouth Pubs 1900-1950* (Portsmouth City Council £1.80) deals more with past glories than with the present prospects of a good run ashore.

The latter is becoming less and less likely for the true connoisseur of that great British institution that notoriously boasted more examples per square mile in this city than in any other.

Over a hundred were lost to wartime bombs — most of them close to the Dockyard — and many of those that have survived have since had their character eroded by post-war pandering to youth culture and the plastic sheen of big brewery corporate identity.

But the rot had already set in. As early as 1920 Sir John Brickwood ordained the building of "big houses in the busy part of town where people can sit in family groups round small tables and have brought

to them an evening meal ... with refreshments either alcoholic or tea or coffee, and listen to music".

His philosophy was exemplified in the bland respectability of *The Good Companion* in Eastern Road (1938) and continues today with the supermarket-sized sprawl of the Farmhouse further north off the same thoroughfare.

Unashamed

What remains of the "brash vitality and unashamed allure of the late Victorian and Edwardian drinking house" is a treasure — at least externally — of Portsmouth architecture, contrasting vividly on street corners with so many identical bay-and-forecourt terraces.

It is hardly remarkable that the public house — and its now vanished confrere, the beerhouse — flourished in a garrison and dockyard town, where it offered a warm, convivial am-

bience which differed markedly from the harsh conditions of barracks and man-of-war.

Times have changed — not a few of the old haunts may have been the resort of "sailors and loose women" but their surviving patrons remember that they were often unjustly victimised.

The Blue Pump in Bonfire Corner was refused a renewal of its licence in 1910 "since Detective Sergeant Shepherd 'found the landlady and another woman sitting on the knees of two stokers.' Why it was relevant that the clients were relevant is not made clear ..."

This scholarly and entertaining essay is the product of the research of Philip Eley, who has published two earlier surveys of Portsmouth breweries and pubs — one in conjunction with Dr. Ray Riley, his co-author here, who has also produced several naval studies in the excellent Portsmouth Papers series.

— JFA

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Service parents who wish to seek advice on boarding schools suitable for their children may communicate direct, or through their Unit Education Officers, with SCEA (Advisory Service) HQ Director of Army Education, Court Road, Eltham London SE9 5NR (Tel: 081-854 2242 Ext. 4277/4279). Parents are normally requested to complete a questionnaire before advice is given. Copies are available from Education Officers or from SCEA 1a at the above address.



At Your Service



Calling Old Shipmates

HMS Striker (1943): D. Whiting, 17 Torbay Rd., Urmston, Manchester M31 1LH would like to contact any comms staff.

HMS Avonvale (1940-43): Ronald S. Taylor, "Greenacre", Woodmanhope, Emsworth, Hants PO10 8RD, would like to contact any survivors from HMS Avonvale which was cut in half by a torpedo in the Mediterranean and which was subsequently towed into Malta.

HMS Queen Elizabeth (1943-45): Ex-OA J. A. (Gruff) Griffith, 20 Patterdale Ave., Ashton-under-Lyne, Lancs OL7 9JB (tel. 061 339 9218), would like to contact J. S. (Jeff) Jefferson and J. (Blakie) Blackwell.

800 Sqn., HMS Goldcrest (1958): J. Stroud, Antrim, 26 Heol Dewi, St. Davids, Dyfed SA52 6NY (tel. 0437 720873) would like to contact ex-naval airman Jim Brown or anyone knowing of his whereabouts.

NP 1730 (Hamburg Naval Signal Centre 1945): Surviving members, or anyone with any information about the party, are asked to contact Peter Cable, 10 Faircross Ave., Romford, Essex RM5 3SX (tel. 0708 745674).

HMS Dido (1978): P. Jones, 5 Trematon Dr., Ivybridge (tel. 0752 897014) would like news of former shipmates MEM Kelvin Owen and Wren S. Teschak.

HMS Highlander H44: Ken Chaplin, 15 Great Eastern Rd., Hockley, Essex SS5 4BX would like to hear from those shipmates who served on board in 1943, especially those who served under Cdr. D. J. Rayner RNVR.

HMS Kent: Ex-Yeo. Ron Sunderland, "Coronella", Corbett Rd., Kidderminster DY11 5LW would like to hear from old shipmates.

HM Ships Fliguard, Concor and Collingwood (1948-51): Artificer Apprentices who passed out as AA5s and EA5s please contact Chris Lepper, "Anthrone", Horton, Bristol BS17 6QT (tel. 0454 314978) with view to a reunion.

RNAH Barrow Gurney: Dick Baker, 202 Hunlock Ave., Walton, Chesterfield S40 3ED, would like to hear from old shipmates, particularly Sammy Chapman, of Hackney, Chocolate Cooper, Oldham of Nottingham and LSBA Vic Griffiths who lived in Cosham.

LCT 1242 (1944-46): H. Wiltshire, 6 Cromwell Rd., Bungalows, Risca, Gwent NP1 7AH would like to hear from former

shipmates, particularly Lieut. R. Saunders RNVR.

425 (GS) Sqn. RM: Details are known of 30 members of the squadron. Anyone who can provide further information about the squadron please contact Terry Easingwood 17 West Park Close, Leeds LS8 2ED (0532 666418).

HMS Ceres (1946): Robert Harding, Oakenholt Hall, Oakenholt, Clwyd CH6 5SU. (Tel. 0352 761466) would like to hear from former cadets on the 1946 Paymasters CW course.

LCT 7078 (1943-46): D. Constable (Bunts), 111 Clyfford Rd., Ruislip, Middx HA4 6PX (tel. 0895 630468) would like to hear from former shipmates.

HM ships Maori, Kingston and Snapdragon: LSR George Cawthorne, 46 Knowles Hill Rd., Dewsbury, West Yorks would like to hear from old shipmates who served with him in Malta.

Eastney Fort East and Radex House, Eastney Barracks: LSR George Cawthorne (see address above) would like to hear from serving staff during 1944-46, especially William (Newby) Gaunt and Blondie Randal, both of Liverpool.

Fleet Air Arm: The national FAA intends to start a new branch in north Cornwall, to be based in the Padstow/Wadebridge area. Any ex-FAA members who would be interested in helping to form this branch are invited to contact Derek Bishop, Tredelbith, 2 Tinner's Way, New Polzeath, Wadebridge, Cornwall PL27 6UH (tel. 0208 862029).

HMS Celendine (1942): George Johnson, RRI Sundridge, Ontario POA 1Z0, Canada, a member of the Canadian Naval Association who served in HMCS Ottawa would like to contact members of the ship's company of the corvette Celendine. The Ottawa was torpedoed and sunk in the Atlantic with survivors being picked up by the Celendine.

HMS Daedalus (1943-44): Ron Houston, 39 Elvaston Ave., Nepean, Ontario K2G 3Y1, Canada would like to contact old classmates from Grenville Division of Air Artificer Apprentices who trained at HMS Daedalus at Newcastle-under-Lyme during 1943-44.

HMS Merlin/RN air station Donibristle: Bill Wightman, 14 Rowlands House, Downside Rd., Risinghurst, Oxford OX3 8JU (tel. 0865 61001) would like to contact ex-AHS

Crash/Fire Crews who served there during 1946-47.

LCG 680: Ex-Stoker John Wright, 10 Waverley Rd., Weymouth, Dorset DT3 5EB would like to contact former shipmate Victor Crump who was best man at his wedding in 1944.

Fleet Air Arm Pilots: George Whitehouse, c/o RNA Club, 108 Bull Lane, West Bromwich, would like to hear from Lieut. Simpson, 806 Sqn. and Sub-Lieut. Chadwick, 885 Sqn.

HMS Montgomery (1941-42): Ex-stoker George Reed, 44A Marine Dr., Worthing, West Sussex would be pleased to hear from anyone who served in the stokers mess from Aug. 1941-Aug. 1942, particularly Jimmy Broomfield, Basil Lore, Ted Drake and Reg Banner.

Old Benbowians: Benbow Division (Sept. 1941 Entry) Fleet Air Arm Apprentices, who recently held their first reunion at HMS Daedalus, are still keen to find more Old Benbowians from 1941 to add to their muster. Contact Mr M. Harrington, 9 Weymouth Close, Chertsey, Surrey, KT16 8PG. Meanwhile, they express gratitude to all at HMS Daedalus who made their recent reunion — when they "marched in" 50 years after joining — such a success.

800 Squadron: Mr Aubrey Furness, of 45 Farber Road, Walsgrave, Coventry, CV2 2BH, would like to hear from old shipmates of 800, 827 and 880 Squadrons in HMS Indomitable in 1942.

HMS Wallace (Jan 1944): Mr. Edgar G. Llewellyn, 22 Bryon Place, Croespenmaen, Crumlin, Gwent NP1 4BP would like to contact old shipmates from the stokers' mess, especially Lofly Owens.

RNB Portsmouth (1944): Ex-Midshipman Ian Andrews, 12 Lambert Drive, Dunfermline, Fife (tel. 0383 723460), wishes to hear from fellow members of II Class, Long Course Radar, RNB Portsmouth 1944.

HMS Rotherham (1945): Old shipmates present at the surrender of Singapore, Sept. 1945, please contact Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk, with view to a reunion in Rotherham, Yorks, Sept. 5-7.

HMS Penelope (1941-44): Reg Mason, 24 Francis Chichester Close, South Ascot, Berks SL5 9AG (tel. 0344 22961), would like to hear from STOI A. E. Marchant, or from any other stokers not already members of the HMS Penelope Association.

Naval POWs: G. Huzzey, 47 Park Grove, Stratford, London E15 3QT survived the sinking of HMS Rawalpindi in 1939 and was taken prisoner of war to Germany, to Spandenberg Castle, better known as Uflag 9A. He would like to contact other naval POWs from Uflag 9A, in particular crews from HM submarines Undine and Starfish.

HM Ships Saumarez and Volage: Relatives or shipmates of those who were lost in Oct 1946 when the two destroyers were mined off the coast of Albania may be interested in photographs taken of the memorial stone on the Greek Island of Kos. Contact Stan Hudson, The School Bungalow, Huntingdon Comprehensive School, Huntingdon, North Yorks, YO3 9PX (tel. 0904 769041) for further details.

The Krypton Factor: Granada Television are now looking for both men and women to be contestants in the 1992 series of the Krypton Factor. If you would like to take part in television's toughest quiz please write now for an application form to The Krypton Factor, Granada Television, Quay

Cape Matapan: Survivors of the ships which took part in the battle of Cape Matapan, March 28 1941 are invited to a reunion at the Hotel Golfo Del Sole, Follonica, Italy on March 31-April 6. For further information contact Hotel Golfo Del Sole, via Italia 301, 58022 Follonica (GR), Italy, or Steno Mezzetti (Italian Naval Assn.), Via Roma 44, 58022 Follonica (GR), Italy.

Air Sea Rescue Sqn: A combined four squadrons RAF reunion is being planned for June. Ex-members of Air Sea Rescue Sqn. 275/276/277/278 should contact Peter Ransom, 69 Well House Dr., Penryn, Cornwall, TR10 1LH.

HMS Formidable Assn: held their fifth reunion on Sept. 21/22 at Donnington Thistle Hotel, East Midlands Airport. Almost 200 members with guests attended with visitors travelling from Brisbane, Australia and Canada. Plans are already under way for the 1992 reunion, details to be announced later.

HMS Naid (1940-42): A reunion of survivors is planned for March 13-15. Further details are available from Mr H. Ring, 25 Thors Oak, Stanford Le Hope, Essex (tel. 0375 678086) or W. Willis, 8 The Biggen, Duxford, Cambridge (tel. 0223 834964).

HMS Pearl (1935-46): The Crew Association will be holding their annual reunion at Padham, Lancs on April 24-26 and will also be celebrating the 50th anniversary of the ship's adoption by Padham with a thanksgiving service at the parish church, followed by a march past. Former shipmates are requested to contact Geoff Lancashire, 1 Rowsham Court, South Hill Ave., Harrow on the Hill, Middlesex HA1 3NX (tel. 081 422 2357).

SD Commanders' Dinner: Following the success of this year's SD Commanders' dinner, held in HMS Sultan, next year's event is planned for Oct. 2 and will also be open to retired SD Commanders. All interested should contact Cdr. Tony Dyer at HMS Centurion (before Jan. 7) or CNSA, Foxhill, Bath.

HMS Foxhound/HMS Qu'Appelle: TS Foxhound Sea Cadet Unit would like to hear from any ex-crew with a view to celebrating the joint 50th anniversaries of the handing over to the RCN and of the unit's founding. Replies, please, to the Commanding Officer, TS Foxhound, Blenheim Rd., Epsom, Surrey.

Indefatigable Assn: All ship's company, flight and squadron members are invited to send for details of a proposed "mini-reunion" to be held in the Portsmouth area in March/April. New members are also welcome. For details send s.a.e. to Jack Hibberd, 23 Canterbury Ave., Sholing, Southampton SO2 8EB.

RN Stores Branch Benevolent Society: The society, formed in 1909, and which ceased to exist a few years ago, used to produce directories every six months which contained details of all Stores Branch personnel. Anyone holding copies for 1956/57 please contact Lieut. S. W. Clark (ret'd.), 25 Roseland Gardens, Truro TR2 5QR (tel. 0872 501390).

HMS Saltash (1918-47): Mr M. Thomsett, 5 Meadow, Saltash PL12 4NU is researching into the history of the former Hunt class minesweeping sloop and would like to hear from any reader who served in her or who has information concerning the ship.

Reunions

HMS Bullen K469: The fourth reunion will take place on April 11 at St Edmunds Hotel, Goring, Great Yarmouth. All survivors and ship's company not in touch please contact C. W. Silverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER (tel. 0502 561130).

Russian Convoy Club: A new branch has been formed covering the Hull area. For further details of the club and its meetings contact Capt. N. Heddon on 0482 794340.

HMS Bellona: The next reunion will be held in the Victory Club, London on March 14. Further details from Arthur Willis, 83 Briar Rd., Shepperton, Middx TW17 0JB (tel. 0932 564383).

HMS Houghton and Wilkinston (Far East 1968-69): Ex-PO Michael Brett (buffer on

board HMS Houghton) would like to hear from former shipmates with view to a reunion. Telephone 0703 847869 (day) or 0725 22356 (evenings).

HMS Ganges Assn: are holding their 11th reunion at Skegness from April 24-26. Further details are available from Dickie Doyle, 16 Stow Grove, Hodge Hill, Birmingham B36 8AY (tel. 021 747 3680).

HMS Lookout G32 (1940-46): A reunion will be held at the Kierby Hotel, Burnley, Lancs on May 16. Send s.a.e. for details to Buck Taylor, 5 Milton Rd., Radcliffe, Lancs.

HM submarine Satyr: Ex-crew members interested in a reunion in Dundee in July please contact W. E. Anderton, 19 Bransdale Grove, Redcar, Cleveland, TS10 5HG.

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

December 1941 was possibly the blackest month of the war. The Japanese attacked Pearl Harbour; HM ships Prince of Wales and Repulse were sunk; and in the Mediterranean the battleships Queen Elizabeth and Valiant were severely damaged by Italian human torpedo attack and Force K, so successful in its operations from Malta, ran into a minefield.

It was the second worst month of the year for merchant shipping losses — more than half a million tons. Over 200 ships were sunk or captured in the Pacific. However, 11 German and Italian submarines were sunk.

- Principal events included:
- 1: In the South Atlantic HMS Dorsetshire sank the German supply ship Pytlon, which had picked up survivors from the Atlantis (sunk in November). All survivors were picked up by U-boats and taken 5,000 miles to Biscay ports. Force K, HM ships Aurora, Penelope and Lively, sank Italian destroyer off Kerkenah Bank.
 - 2: HM gunboat Aphid bombarded Derna-Tobruk road.
 - 3: HM submarine Perseus sunk by mine off Cephalonia. The only survivor, Leading Stoker Capes, swam ten miles to the island.
 - 4: HM corvette Windflower sunk in collision with merchant ship in North Atlantic convoy.
 - 5: HM gunboat Peterel sunk by Japanese cruiser at Shanghai.
 - 6: HM ships Prince of Wales and Repulse sunk in South China Sea. HMS Naiad bombarded Derna.
 - 7: HM corvette Bluebell sank U208 off Gibraltar. HMS Farndale sank Italian submarine off Bardia. HM submarine Truant sank an Italian torpedo boat off Suda Bay.
 - 8: HM gunboat Moth sunk by Japanese aircraft off Hong Kong.
 - 9: HM ships Legion, Sikh, Maori and HM Neithship Isaac Sweers sank two Italian cruisers off Cape Bon.
 - 10: HMS Galatea sunk by U557 off Alexandria.
 - 11: HMS Nestor sank U-127 off Cape St. Vincent.
 - 12: HMS Thracian bombed and beached in Hong Kong. She was later salvaged and operated as a patrol boat by the Japanese, but recaptured in 1945.
 - 13: HM ships Blankney, Exmoor, Pentstemon, Stanley and Stork and Martlets of 802
 - 14: HM gunboat Peterel sunk by Japanese cruiser at Shanghai.
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Taken from the Royal Navy Day by Day.

Over to You

HM Ships Saumarez and Volage: Relatives or shipmates of those who were lost in Oct 1946 when the two destroyers were mined off the coast of Albania may be interested in photographs taken of the memorial stone on the Greek Island of Kos. Contact Stan Hudson, The School Bungalow, Huntingdon Comprehensive School, Huntingdon, North Yorks, YO3 9PX (tel. 0904 769041) for further details.

The Krypton Factor: Granada Television are now looking for both men and women to be contestants in the 1992 series of the Krypton Factor. If you would like to take part in television's toughest quiz please write now for an application form to The Krypton Factor, Granada Television, Quay

RN Stores Branch Benevolent Society: The society, formed in 1909, and which ceased to exist a few years ago, used to produce directories every six months which contained details of all Stores Branch personnel. Anyone holding copies for 1956/57 please contact Lieut. S. W. Clark (ret'd.), 25 Roseland Gardens, Truro TR2 5QR (tel. 0872 501390).

HMS Saltash (1918-47): Mr M. Thomsett, 5 Meadow, Saltash PL12 4NU is researching into the history of the former Hunt class minesweeping sloop and would like to hear from any reader who served in her or who has information concerning the ship.

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Japanese attack remembered

THIS month sees the 50th anniversary of the sinking of HMS Prince of Wales and the Repulse.

Force Z, which also included the destroyers Express, Electra, Vampire and Teredo, sailed for Singapore to confront the Japanese invasion fleet, but in the South China Sea the Prince of Wales and Repulse were sunk by Japanese bombers and torpedo bombers of the 22nd Air Flotilla based in Indo China.

Secretary of the HMS Prince of Wales and Repulse Survivors Association, Ken Byrne has vivid memories of that day when many of his friends lost their lives.

He writes: "As with most Boy Seamen I was employed on secondary armament, in my case as a sightsetter. Events from the start were routine enough but when we

lost power and our gun was disabled we abandoned the turret completely.

"The quarterdeck was already under water and men were leaving the ship onto the destroyer Express which had come alongside to take our wounded.

"My saddest memory of the day is of a fellow sailor lying injured on the messdeck table in HMS Express. Burnt beyond

recognition but, incredibly, still conscious he could only ask for water. This I gave him with a cotton wool swab until he eventually died.

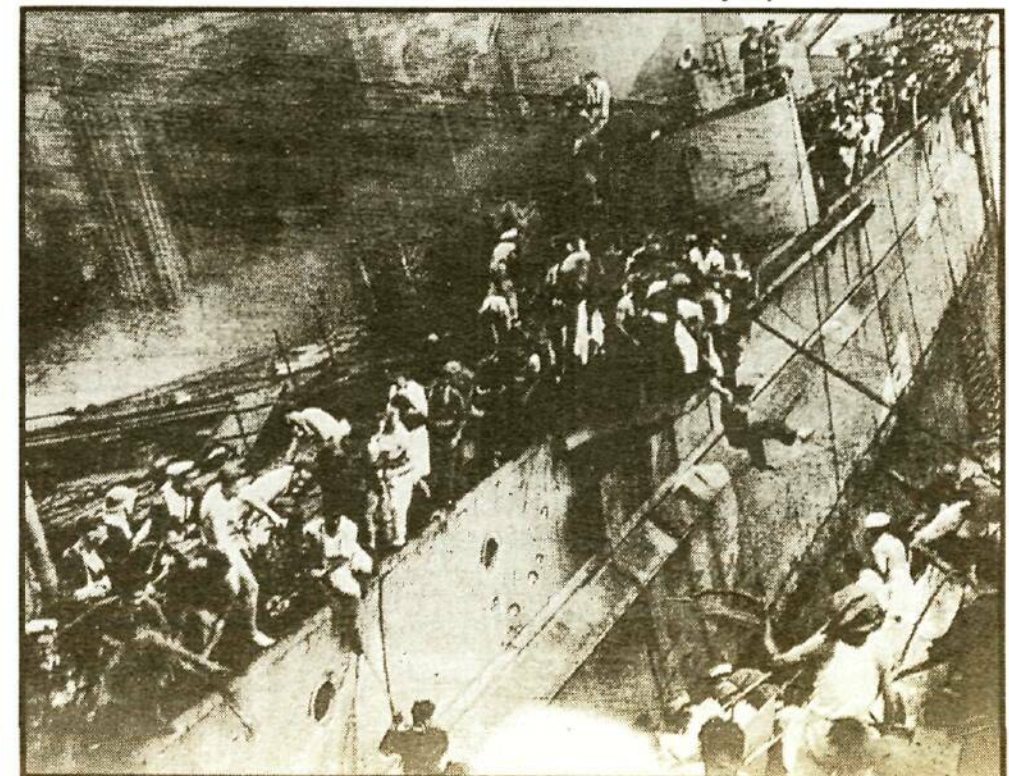
"Sorry though my plight had been I had the chance to escape from the ship. The "Repulse" men had not had this luxury, they had gone too fast.

"My undying gratitude will always be to the men of the small ships without whose

bravery so many more of us would have perished."

A memorial service will be held at St Ann's Church, Portsmouth naval base, on December 13 at 1100 hrs and wreaths will be laid at the RN War memorial at Southsea.

● Below: Men from the Prince of Wales scramble to safety on board HMS Express after the battleship was attacked by Japanese bombers.



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EVERYTHING YOU MAKE IT

Where there's a wheel there's a way

THANKS to the RNBT and two electric scooters, Florence Morgan (78) and Joyce Spinner (62) are once again fully mobile.

Florence, whose late husband Harry Morgan was a former Marine, suffers from emphysema, Paget's Disease

of the spine and osteo arthritis in both hips, which makes walking extremely painful and difficult.

She recently became housebound after her 78-year-old friend who used to push her wheelchair was

mugged and become afraid to venture out.

SSAFA Newport advised the RNBT of her plight and they were able to present her with a returned Nova Scooter.

The Trust was also pleased to grant £500 towards the cost of a replacement scooter for Joyce Spinner, whose late husband Leading Seaman Charles Spinner died in service in 1966.

Joyce whose problems with the joints in her hands, ankles and knees and can only walk ten yards before needing to stop and rest.



● Florence Morgan, centre, takes delivery of her new set of wheels as Major Sam Jones and Mrs. Collins, SSAFA Gwent, look on.



● Steering the right course is Joyce Spinner on her new scooter, ably assisted by Miss Shackleton, SSAFA Ramsgate and Broadstairs.

Mixed fortunes for the RNBT

A CONTINUATION in the increase of grants from organisations supporting the RNBT has offset what has been a year of mixed fortunes for the Trust.

Addressing the AGM, Vice President and Honorary Treasurer John Edwards reported ordinary income for 1990/91 was £1,582,293 with expenditure at £1,502,069, resulting in a small surplus of £80,224.

However, while the level of donations and legacies increased by some 19.6 per cent other areas of receipt caused concern.

Naafl rebate now represents only six per cent of ordinary income while three special funds — the KGFS War Libraries Fund, Trafalgar Day Orphan Fund and the Variety Club of Great Britain — which at one time the Trust could rely on to provide money for the relief of naval children, have been exhausted.

On the brighter side, grants were received from the Medical Aid Fund to assist with medical and dental needs and the Queen Mary's Hospital Roehampton Trust for the exclusive use of war pensioners.

A special mention was made to the Greenwich Hospital for a grant of £232,000 for amenities and the KGFS for £174,500 for grants work and £40,000 for the Falklands Fund and £10,000 towards Pembroke House maintenance costs.

Case work

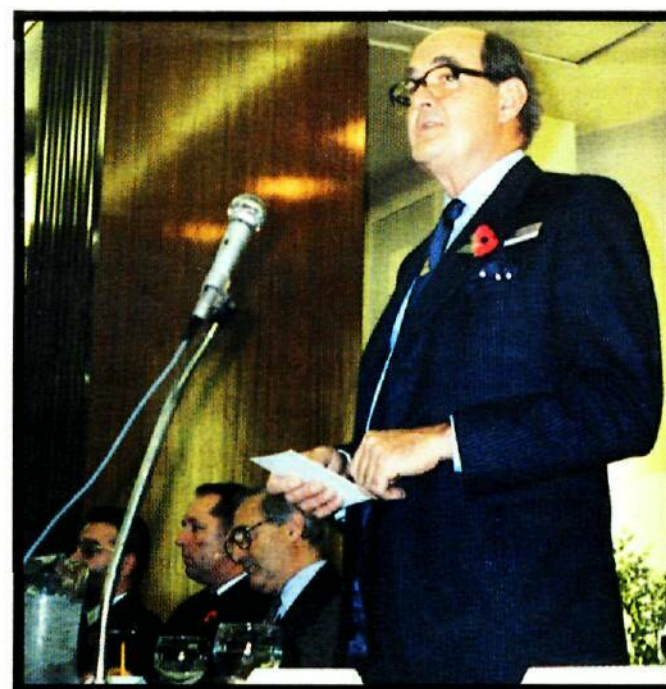
While money expended remained virtually unchanged, Chairman of the Grants Committee, CPO John Thompson, reported the level of applications had risen.

The committee dealt with 9,774 applications and annuity cases totalling £1,148,000 in payments and while Second World War cases increased by four per cent the number of Serving cases rose by seven per cent.

Chief Thompson added that the committee, especially those serving members, were all too aware of the significance of "Options for Change" and remained ready to help those affected.

Guest speaker Commandant General Royal Marines General Sir Henry Beverly told the meeting that over the next four years there were significant anniversaries which would serve to remind everyone of the sacrifices made and the need to care for those who were now in need themselves.

"The Boy Seaman and Boy



Opening the AGM Vice-Admiral Sir John Webster tells the RNBT, "Although the Trust is in a relatively healthy state, this is a time of great change, nothing should be taken for granted and the Trust must be ready to move with the times."

Buglers of 1941 who are today's pensioners and the young widows of that era need help and attention to this day," he said.

General Beverly added he saw his role as Commandant General to do as much as he could to support the RNBT especially from those functions the Royal Marines organise such as the Mountbatten Concert and Beating Retreat at

Horse Guards Parade.

"The Royal Marines pride themselves in that the Corps has a family responsibility for its members from enlistment to grave and thus does its level best to solve and attack its own problems in its own way first," he went on, adding the Trust always had the total confidence and support of the Royal Marines.

Pension pay-out

WIDOW of a former bandmaster in the Royal Marines, Mabel Winepress (77) was awarded a grant of £81.60 from the RNBT to assist towards the annual maintenance of her central heating system.

However, while her application was being processed staff at the grants office in Portsmouth noticed that although the late Arthur Winepress served a pensionable engagement and that Mabel married him in 1936 she did not appear to be in receipt of a Forces Family Pension.

Naval Pay and Pensions, at HMS Centurion, confirmed the RNBT's conclusions and, after filling in all the necessary forms, Mabel received a considerable back payment and pension of almost £800 per year. She is, of course, delighted with the outcome!

The RNBT staff are always on the look-out for cases of this type and on average some six cases are identified via the applications received at RNBT each year.

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Applications for assistance to the Grants Committee:
311 Twyford Avenue, Portsmouth, Hants, PO2 8PE
General inquiries to Head Office, High St.,
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HMS BRAVE PROVIDES THE CURE FOR MICHELLE

Please help me, I'm falling

FEAR of heights put Michelle Ward in a panic at the prospect of climbing 15 ft up the side of HMS Brave.

Having "frozen" on a mountain in Lanzarote earlier this year, when she had to be rescued by helicopter, she worried she would be unable to enjoy the prize she won at the Royal Tournament — a day at sea in a Type 22 frigate.

Despite a sleepless night she kept her fears to herself and cracked jokes with the Port of London Authority pilot as she

sped off for a dawn rendezvous with Brave off Ramsgate.

Luckily it was calm as a millpond — and there were plenty of willing hands to ensure the 26-year-old girl from Battersea scrambled safely aboard.

"It cured my vertigo anyway," she said. "After that everyone pulled out the stops to give me a splendid time and I was thoroughly spoiled."

● Picture, right, Michelle recovers her sense of security with the help of (left to right) Sub-Lieuts. Steve Elliott and Colin Hitchcock, LS Christopher Thomas, LS Iain Kirby and LS Michael Moore as HMS Brave passes under Tower Bridge.



Last post for Eastney

THE UNION flag was lowered, the bugler played sunset, and the last Royal Marines at Eastney Barracks, Portsmouth, marched away as the Royal Marines Band of CINCPACVHOME played Auld Lang Syne and the Corps and Regimental marches.

As they marched through the barracks gates, familiar to generations of RM recruits, a group of "Old Soldiers" clapped and shouted "Well done, lads". Nostalgia was heavy in the air.

The first permanent garrison was established at Eastney in 1775 and it remained a major base up until the 1960s when Defence cuts resulted in most of Portsmouth's Royal Marines moving to Lympstone and Poole. It then continued as the training and reserves HQ, but these roles too have now gone to Poole.

Only the bandsmen will now remain in Portsmouth, at HMS Nel-

son, where their new building has been renamed Eastney Block.

Much of the original barracks area has already been sold off and now forms a housing estate. The remainder is in a state of disrepair — dry rot, missing windows, leaking roofs, bannisters broken, wash places empty and echoing. The only occupants remaining are the pigeon and fox population.

But the memories will live on — for the Royal Marines Museum will continue to retain its home at the historic Eastney site; indeed it has ambitious plans for a £5 million expansion scheme.

● Picture, left, CINCPACVHOME's band leads the final march-out of Eastney Barracks.

Medics go for green

FOUR Medical Assistants have received their coveted Commando green berets having successfully completed the first MA Commando Course at the Commando Training Centre, Royal Marines Lympstone.

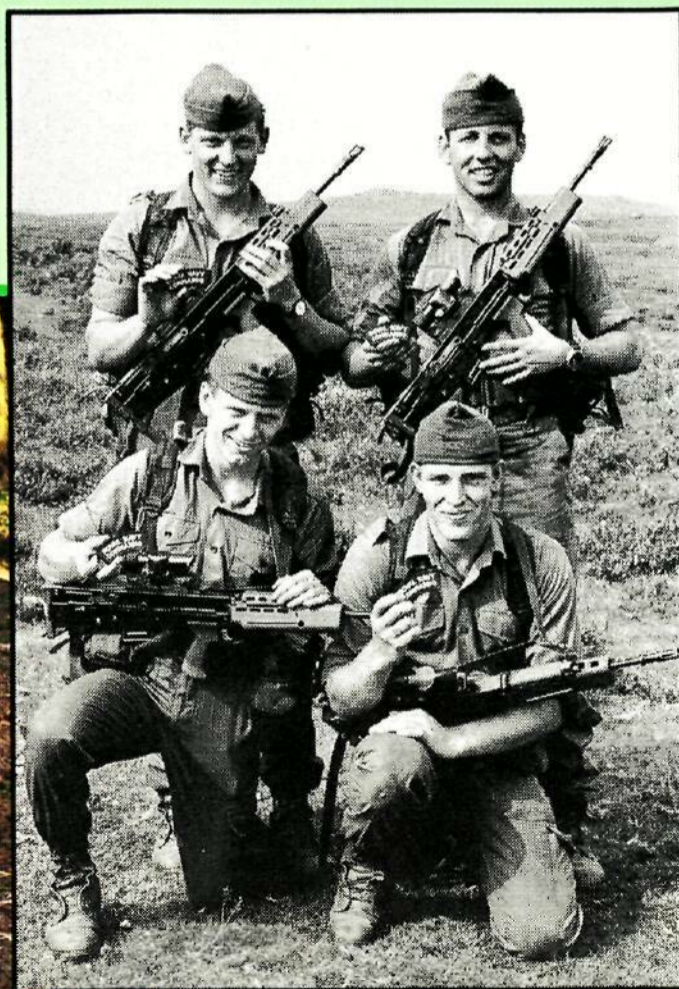
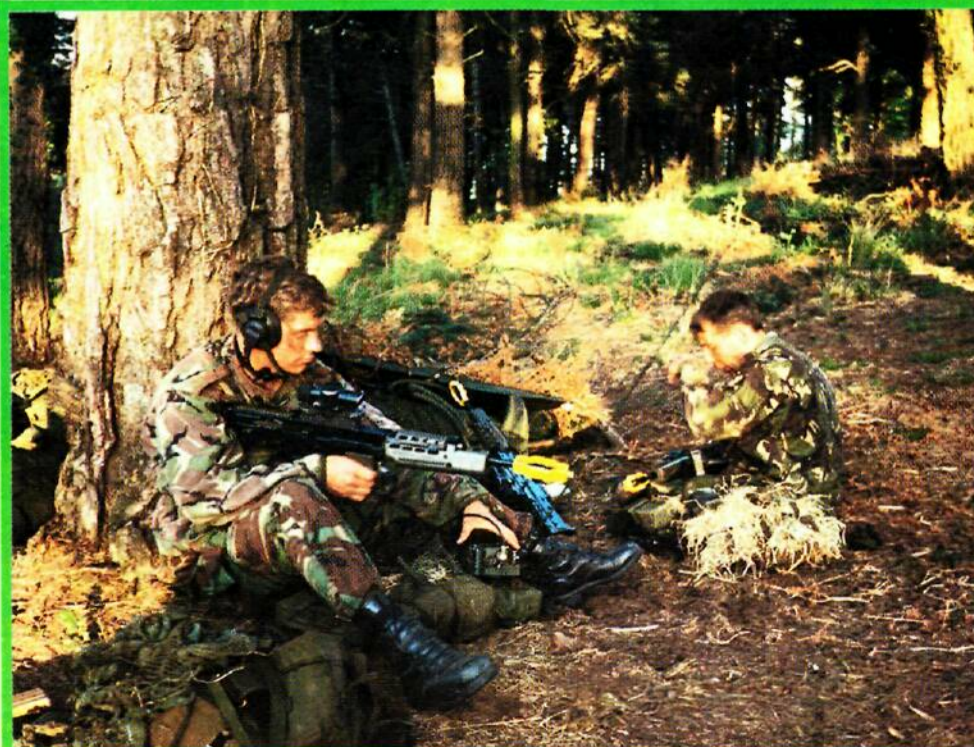
Because of the shortage of MA candidates able to pass the All Arms Commando Course this new training programme was devised, with the flexibility to progress at the rate of the student's ability and performance, with some of the pressures of attaining certain standards within specific times removed.

This doesn't, however, make the Course a walk-over — far from it. Five months of intensive work covered weapon training, fieldcraft and navigation and a tough physical development programme, with the students joining various recruit troops for specific exercises and range packages.

Of the eight who started the Course, four made it through to qualify — LMA Grant Wootton and MAs Paul Faulkner, Steve Inglis and Matthew Webb.

The second of these courses has already started at Lympstone, and volunteers for a third are now being sought. Any MAs interested should, initially, get in touch with the CPOMA at HQ Cdo Forces RM at Mount Wise, ext 4044.

Pictures — LMA Grant Wootton and MA Matthew Webb on radio watch. And, proudly displaying their "Royal Navy Commando" flashes, still standing, left, LMA Grant Wootton, right, MA Matthew Webb and front, MAs Paul Faulkner, left and Steve Inglis, right.





Runners talk Sirius money

Still feeling the need for exercise after the Diet Coke Great South Run, ten of HMS Sirius's marathon men legged it from Portsmouth to Plymouth.

While Portsmouth's affiliated ship closed her visit there by taking the sea route to Devonport, her hardy overlanders were raising £500 for their adopted charity — Doubletrees School for handicapped children at St Austell.

The Leander Class frigate, with refit and basic operational sea training behind her, had earlier taken part in Exercises Vendetta and North Star before calling at Copenhagen — her first foreign visit for several years.

● Above: HMS Sirius's commanding officer Cdr Stuart Aiken with sponsored runners still raring to go after the Diet Coke marathon.

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Marking the 21st anniversary of the demise of the tot, the Sailors Fund received its biggest royalty cheque ever from sales of Pusser's Rum — £38,718.

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Below — Rear Admiral Douglas Dow, Director General Naval Personal Services receives the cheque from the Chairman of Pusser's Ltd, Charles Tobias on board HMS

Victory.

Bottom — (left to right) PO Wtr Alan Hirst, Harry Boothroyd, CPO Spike Hughes, Cdr Ron Goddard and Cdr Tim

Boycott prepare to educate overseas students at the Joint Service Defence College Greenwich into the mysteries of an old naval tradition.



Miscellaneous



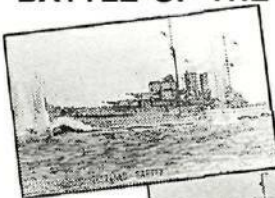
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Notice Board



Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in November:

OPERATIONS BRANCH (SEAMAN GROUP)
To CPO(OP)S(M) — A. J. Langridge (Cambridge), D. P. Cooper (Cambridge), N. D. Murphy (Raleigh).
COMMUNICATIONS GROUP, REG. and PT
To CCCT — N. P. R. Smith (Brave).

ACTING CHARGE CHIEF ARTIFICER
Authority was issued by HMS Centurion in November for the following ratings to be promoted to acting charge chief artificer:
To ACCMEA — B. J. Newman (Switzerland), P. A. Brennan (Turbulent), A. C. Melville (Manchester), A. L. Fenwick (Sultan).

CHIEF PETTY OFFICER ARTIFICER
HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in October:

CPCT(L) — C. Lewis (Beaver)
ACPOCT(L) — N. A. Wainwright (MOD CNO SCU)
CPOMEA — A. J. Dimond (Neptune Mixedman), R. K. Hurwin (Sultan), J. W. Mail (Defence FMB), S. W. Metcalf (Neptune SM10), M. W. Randle (Sultan), A. K. Sibley (Sultan), A. J. Speare (Chatham), A. N. S.

Tate (Neptune SM10), K. M. Thwaites (Captain SM2), J. B. Wadsworth (Active).

ACPOMEA — M. J. Albans-Jackson (Superb), M. Annis (Sultan), M. D. Blyth (Torbay), N. Doswell (Sultan), D. T. Edwards (Portsmouth FMRO), S. R. Gladwin (SM2SDG Devonport), R. J. Hardy (Sultan), K. Mason (Courageous), K. Mitchell (Captain SM2), D. Parker (Defence FMB), M. Pellow (Argonaut), P. C. Potterton (Tireless), M. J. Rowlinson (Neptune Mixedman), CPOAEA(WL) — G. R. Merry (815 Ft 241).

CPOAEA(M) — I. Aitchison (899 Sqn Heron), I. A. Roberts (829 Sqn Osprey).
CPOAEA(R) — P. Bedward (RNAS Culdrose), A. J. Dolin (829 Ft 206), C. J. Lamb (829 Ft 246), J. J. Mulhall (815 Ft 227), J. P. D. Pegg (Daedalus AES), C. S. Sharratt (RNAS Portlaid).

ACPOAEA(R) — M. A. Jones (RNAS Culdrose).
CPOWEA — P. Barrett (Campbeltown), P. A. Cavanagh (Neptune NT), S. Doughty (Neptune Mixedman), M. Griffin (Dolphin SMMU), A. R. Hinchey (Resolution Port), K. M. Hutchins (Avenger), S. D. J. Leaning (Cleopatra), G. McDowell (Edinburgh), T. P. O'Brien (Sceptre), R. W. H. Smith (Defence FMB), S. C. Thomson (Collingwood), A. Wildin (FOST FMG).

ACPOWEA — D. J. Giblin (Edinburgh), A. W. Rhodes (Gloucester).

Deaths

T. F. Farbridge, LPT, British Forces Falkland Islands, Oct. 14.
P. W. Duckworth, ALMEA, HMS Gloucester, Oct. 15-16.
B. N. Hollister, LS(MW), HMS Atherstone, Oct. 18.
A. McMillan, AB(S)(SM), HMS Neptune, Oct. 20.

Sir Francis Turner, KCB, DSC, Admiral, served 1931-71, Marine Engineer specialist before switching to aeronautical engineering. Ships included HMS Newark, Indomitable and Glasgow. Twice Mentioned in Despatches. Later appointments included Director-General Aircraft (Naval), Chief of Naval Supplies and Transport and Vice-Controller of the Navy; and Chief of Fleet Support. He was the first officer of a non-Executive branch to reach rank of full admiral, aged 79.

N. Whitestone, Cdr. (ret.), Ships included HMS Nelson, Rodney and Edinburgh. Naval correspondent Daily Telegraph 1964-72, aged 85.
A. P. Keep, Lieut.-Cdr. (ret.), Fleet Air Arm observer, serving with 823 Squadron (Swordfish) and 827 Squadron (Albacore). Shot down in 1941 in Kirkenes (Norway) raid while flying from HMS Victorious. As POW became expert in forging documents to aid escapes. Post-war appointments included command of RN Photographic School, Ford.

R. J. Irwin, Lieut. (ret.), Ships included HMS Hood and Barham, aged 75.
F. C. E. Fowler, BEM, Ex-LS, Service included HMS Trumpeter and 700 Squadron, aged 67.
K. S. Humphreys, Ex-AB(Stoker), Ships included HMS Hefford, Emerald and Howe, Russian convoys.
D. Lee, Ex-PO(Radar), Ships included HMS Maori, Kingston, Speedy and Indefatigable, aged 76.
H. J. Snadell, Founder member RN Patrol Service Assn., Fleetwood Branch, aged 75.

D. Broughton, Ex-Ganges, ships including HMS Manxman and Vesper.

F. Roper, Ex-PO(G), Served 25 years, including HMS Calypso, Royal Sovereign, Hermes, Repulse, Tern, Dunvegan Castle and Formidable, aged 83.

F. Ridehalgh, Ex-LSBA, Served Second World War, including HMS Orchis and RN hospitals in Far East. Member Burnley and Pendle Ex-Naval Assn.

F. Darrington, Ships included HMS Moon, Member Algerines Assn.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

E. R. Warner, secretary Salisbury, Ships included HMS Saumarez, aged 64.
C. Howard, DSM, Blackpool and Fylde, Ships included HMS Saumarez and Norfolk.
A. Richardson, Taunton, Member of Illustrious, Orion and Crete Assns, aged 83.
G. Davies, founder member Leominster, Ex-RM.

E. W. Marcroft, City of Sheffield, Ships included HMS Europa, President and past chairman Heeley and Millhouses Royal British Legion; also past county chairman Fellowship of the Services.

H. Fletcher, DSM, Worthing, Served in the two World Wars, Commissioned bosun, Ships included HMS Powerful, Europa and Wild Swan, and submarine H49, aged 91.
J. White, Barry, Ex-Paladin (1942-44), Member of Burma Star, Malta and North Russian Convoys Assns.

P. Beadley, Henfield and District, Served in Merchant Navy.
J. Reid, Kirkby branch committee member.

W. F. Alsop, DSM, Redruth and Camborne, Gunner's mate 1936-65, Service included HM ships Norfolk (China Station), Bonaventure, Cockade (Korean War), and Vanguard. Represented the Navy at Bisley. Life member Burma Star Assn. and member of Cockade Assn.

Appointments

APPOINTMENTS recently announced include:

Capt. F. M. Maibon, Invincible in command, April 22.
Capt. G. K. Billson, Captain RN Presentation Team, April 21.

Capt. A. D. Ferguson, Sultan March 27 as Captain.

Cdr. A. K. Dymock, Campbelltown in command March 31. (Promoted captain Dec. 31).

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Nay sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

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Melanie (24), Oldham, Lancs, Wendy (22), Havant, Hants, Jane (29), Bexleyheath, Kent, Julie (22), Hockley, Essex, Elaine (25), Plymouth, Devon, Michele (18), Redditch, Worcs, Elizabeth (33), Oldham, Lancs, Nicola (23), Skipton, Yorks, Kathryn (17), Bradford, Yorks, Marie (25), Sweden, Julie (24), Wakefield, Yorks, Juliet (17), Coventry, Sue (27), Winchmore Hill, London, Judith (27), Preston, Lancs, Gill (37), Exeter, Devon, Hattie (26), Weston-super-Mare, Rina (20), London, Anne (32), Preston, Lancs, Janelle (25), Walton-le-Dale, Lancs, Elsie (36), Kirkcaldy, Scotland.

Michelle (18), Bristol, Gaynor (23), St. Leonards-on-Sea, Sussex, Alison (26), Derby, Liza (25), Tooting, London, Jayne (21), Shipley, Yorks, Heather (30), Preston, Lancs, Anne (56), Coningsby, Lancs, Angela (18), Bedlington, Northumberland, Liz (27), Poole, Dorset, Jo (16), Witherssea, N. Humberdale.

Julie (17), Bristol, Kirsty (21), Thornton Heath, Surrey, Miss R. (34), Wednesbury, W. Midlands, Samantha (20), Plymouth, Devon, Margaret (34), Gosforth, Newcastle-on-Tyne, Rachel (26), Ramsgate, Kent, Tracey (18), Swadincote, Derbyshire, Samantha (19), Oxford, Angela (30), Basildon, Essex, Joanne (19), Norwich.

Tracey (21), Ilfracombe, Devon, Anne (34), Loughborough, Leics, Wendy (21), Spalding, Lincs, Jess (22), Portsmouth, Linda (26), Edenbridge, Kent, Sarah (18), Burton-on-Trent, Staffs, Pat (44), Birkenhead, Merseyside, Liz (24), Edenbridge, Kent, Sigrid (24), Clacton-on-Sea, Essex, Lesley (21), Mitcham, Surrey.

Sarah (16), Burnley, Lancs, Juliet (36), Portsmouth, Hants, Jeanette (30), Plymouth, Devon, Bekkie (41), Peachey, Mdx, Debbie (22), Sheffield, Elaine (23), Hackbridge, Surrey, Val (25), St. Austell, Cornwall, Isobel (40), Truro, Cornwall, Debbie (25), Swanley, Kent, Jacqui (27), Hayling Island, Hants.

Diana (26), Wythenshawe, Manchester, Rachel (18), Burton-on-Trent, Staffs, Jean (36), Bolton, Lancs, Sharon (21), Hornchurch, Essex, Janet (32), Chatham, Kent, Dawn (18), Dundee, Scotland, Catherine (17), Cowes, Isle of Wight, Joanne (21), Bury St Edmunds, Suffolk, Tracie (23), Barking, Essex, Jane (23), Margate, Kent.

Nikki D. (19), Birmingham, Lara (23), Llanfyllter, Cymru, Jackie (36), Sutton Coldfield, W. Midlands, Pat (38), Angmering, Sussex, Paula (23), Durham, Judith (20), Birmingham, Mandy (16), Ascot, Berks, Dawn (20), Skelmersdale, Lancs, Paula (26), Deal, Kent, Angela (29), Bishopton, Renfrewshire.

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AB(R) Cronin, HMS Chatham, Will swap for any Plymouth shore base or ship not deploying.

MEM(L) Donohoe, 30 Mess, HMS York, (tel. 0904 760027), deploying Jan. Will consider any swap.

AMEM(T) Graham, 30 Mess, HMS York, deploying Jan. Will consider any swap.

POMEM(M) Joslyn, Part II Instructor, HMS Sultan, ext. 2182. Will swap for any Devonport or Portsmouth Gas ship deployment.

POCK Wilcock, HMS Nelson, ext. 24139, drafted HMS Cochrane, Jan. Will swap for any Portsmouth area draft.

LS(S) Price, HMS Nottingham, Will swap for any other Portsmouth-based ship.

MEM(M) Tiltotson, 6F Mess, HMS Invincible, deploying May. Will swap for any Rosyth-based ship, preferably not deploying.

LRO(G) Mason, HMS Gloucester, drafted HMS Middleton (Rosyth), April. Will swap for any Portsmouth-based ship, preferably Type 42, but anything considered.

POWTR Niemand, HMS Invincible, deploying May. Will swap for any Portsmouth-based ship.

Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at December 1, 1991.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during November.

PO(EW)/RS(W) — Int (7.6.91), 3. LS(EW)/LRO(W) — Dry, Nil; PO(M) — Int (28.9.90); Nil; LS(M) — Int (15.3.91), Nil; PO(R) — 103 Nil; LS(R) — Int (27.9.91), 2; PO(S) — Dry, Nil; LS(S) — Int (15.3.91), Nil; PO(D) — 103 Nil; LS(D) — 235, Nil; PO(MW) — Dry, 1; LS(MW) — Int (15.3.91), Nil; PO(SR) — Int (9.6.89), 1; LS(SR) — Int (8.12.89), Nil; PO(SEA) — Int (9.6.89), Nil; CY — 212, 1; LRO(T) — Int (5.12.89), Nil; RS — 137, Nil; LRO(G) — Int (12.3.91), 2; POPT — 211, Nil; RPO — 90, 2.

POMEM(L)(GS) — Int (2.7.90), 5; LMEM(L)(GS) — Int (12.3.91), 14; POMEM(M)(GS) — 246, Nil; LMEM(M)(GS) — Int (25.6.89), 19; POMEM(O)(GS) — Int (3.7.90), 1; LMEM(O)(GS) — Int (8.11.90), 2; POMEM(R)(GS) — Int (8.1.91), 4; LMEM(R)(GS) — Dry, 10; POCA — Int (19.10.89), Nil; POCK(GS) — 255, Nil; LCK(GS) — Int (31.8.89), 1; POSTD(GS) — 647, Nil; LSTD(GS) — Int (2.4.90), Nil; POSA(GS) — 419, Nil; LSA(GS) — Int (18.10.90), Nil; POWTR(GS) — Int (27.7.90), Nil; LWT(R)(GS) — Dry, 1; POMA — Int (12.9.89), 1; LMA — Dry, 6.

PO(S)(SM) — Int (23.7.91), 1; LS(S)(SM) — 163, 3; PO(TS)(SM) — Int (9.10.90), 1; LS(TS)(SM) — Int (21.5.91), 2; RS(SM) — 169, Nil; LRO(SM) — Int (13.3.90), Nil; POMEM(M)(SM) — 356, Nil; LMEM(M)(SM) — 87, Nil; POMEM(M)(SM) — 648, 2; LMEM(M)(SM) — 503, Nil; POMEM(O)(SM) — 228, Nil; LMEM(O)(SM) — Int (26.7.89), 13; POMEM(R)(SM) — Int (2.7.91), Nil; LMEM(R)(SM) — Int (16.8.89), Nil; PO(UW)(SM) — Dry, Nil; POSA(SM) — Int

(11.4.90), Nil; LSA(SM) — Int, 1; POWTR(SM) — Int (28.8.89), Nil; LWT(R)(SM) — Dry, 1; POCK(SM) — Dry, 2; LCK(SM) — 595, Nil; POSTD(SM) — 157, Nil; LSTD(SM) — 390, Nil.

POA(AH) — 586, Nil; LA(AH) — 621, 3; POA(METOC) — Int (13.7.90), Nil; LA(METOC) — Dry, Nil; POA(PHOT) — 330, 1; POA(SE) — 291, 1; LA(SE) — 72, 1; POACMN — 452, Nil; POAEM(M) — 117, 1; LAEM(M) — 177, 5; POAEM(R) — Int (5.7.90), Nil; LAEM(R) — 130, Nil; POAEM(WL) — 181, Nil; LAEM(WL) — 422, Nil; POAC — Dry, 4.

POWREN(R) — Int (5.3.90), Nil; LWT(R) — Int (5.3.90), 3; POWREN(RS) — 107, 1; LWT(R) — Int (6.6.89), 4; POWRENPT — Int (13.2.90), Nil; POWREN — Int (4.7.89), 1; POWRENCK — Int, Nil; LWT(R) — Int, Nil; POWRENSTD — 583, Nil; LWT(R) — Int (20.6.89), 1; POWRENSA — 109, 1; LWT(R) — Int (18.10.90), 2; POWRENWTR — Int (13.6.89), Nil; LWT(R) — Int (17.10.91), 3; POWRENWTR(G) — Int (20.2.90), Nil; LWT(R) — Int (17.10.91), Nil; POWRENMETOC — Int, Nil; LWT(R) — Int, Nil; POWRENPHOT — 213, Nil.

POWRENAEM(M) — Int (6.7.89), Nil; LWT(R) — Int (5.3.90), 3; POWRENAEM(R) — Dry, Nil; LWT(R) — Int (7.7.89), Nil; POWRENAEM(WL) — 107, Nil; LWT(R) — Int (13.2.90), 2; LWT(R) — 239, 1; POWRENSA — Int (29.11.89), Nil; LWT(R) — Int (5.6.90), 1; POWRENHDY — Int (2.4.90), Nil; POWRENSA — Int (20.9.90), Nil; LWT(R) — Int (23.6.89), 1; POEN(G) — 187, Nil; LENO(G) — Dry, Nil; PORGN — Dry, 2; LMA(O) — Dry, Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22.

POWREN OA — Int (12.7.91), Nil; POWREN MT — 656, Nil; POWRENTEL — 943, 1.

It should be noted that the November 1991 award of C281 merit points and recommendations are not applied to the rosters until February 1, 1992.

Swap Drafts

CK Henworth, HMS Raleigh, drafted HMS Kellington (Rosyth), April. Will swap for any Type 22 frigate deploying or not.

CPOMEA(EL) Sibley, HMS Sultan, ext. 2515. Will swap for any Plymouth area shore or sea draft.

AB(R) Garnham, HMS Newcastle (Adams trained), deploying May. Will swap for any Portsmouth-based ship, not deploying or London shore draft.

LCK(CA) McLaughlin, Main Galley, HMS Boxer, deploying May. Will swap for any Scottish-based ship not deploying.

WRO1 Howling, Commcen, Pitreavie, ext. 4482. Will consider any swap outside Scotland.

LS(S) Murphy, HMS Dryad, ext. 4696, drafted HMS Broadsword. Will swap for any Portsmouth or Rosyth 2050 ship deploying or not.

WTR M Vogel, CINCFLEET Registry, Northwood, ext. 7290 (PV billet). Will consider any Portsmouth draft, PV or not.

AB(MW) Turney, HMS Anglesey. Will swap for any Portsmouth-based Hunt class MCMV.

AB(M) Roberts, 2 Mess, HMS Herald. Will swap for any Portsmouth draft.

AB(S) Brunton, HMS Cardiff, 1916 trained, drafted HMS Brazen, Jan. Will swap for any Rosyth-based ship.

RO1(G) Hewitt, HMS Mercury (from Dec. 16), drafted HMS Bicester, Jan. Will consider any swap, preferably deploying.

SA Bunyan, HMS Dolphin, ext. 41286, drafted submarines, March. Will swap for any Plymouth-based ship deploying or not.

LRO(T) Green, 5 Mess, HMS Argonaut, drafted HMS Mercury, March. Will consider any Plymouth/south west shore base.

RO1(T) Potts, CommMW, Rosyth naval base ext. 64247, drafted HMS Dumbarton Castle, Feb. Will consider any swap.

CPOMEA(ML) Watt, drafted FOST(FMB), will consider any Devonport shore base, preferably FMG. Telephone Plymouth 500831.

POWEM(O) Brannan, HMS Collingwood, ext. 240. Will swap for any Plymouth shore base or ship, deploying or not.

ABWREN(R) Jolliffe, RN air station Portland, ext. 3728. Will swap for any Plymouth draft.

CPOMEA(EL) Speare, HMS Chatham, drafted Portsmouth FMRO, Jan. Will swap for any Devonport shore base.

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Albacore story unfolds



IN 1941 an Albacore bi-plane of 828 Naval Air Squadron returning from anti-submarine patrol crash-landed during a snow storm at Whiten Head in Scotland.

Just over 50 years later the remains of that same aircraft live on as the main components in a completely restored Albacore, actually rebuilt from four different salvaged wrecks, now on display at the Fleet Air Arm Museum at Yeovilton, Somerset.

Using other components from Albacore crash sites in Glen Cova, the Island of Hoy and from Norway, along with specially manufactured parts to make up a complete aeroplane, engineers at the Museum have spent almost 17 years on this ambitious project, now

successfully culminated with the rolling out of the world's only complete Fairey Albacore.

Standing alongside Rear Admiral Colin Cooke-Priest, Flag Officer Naval Aviation, at the roll-out ceremony were Vivian Bellamy, the restoration expert with his team, along with veterans who had flown these aircraft during the Second World War, including Telegraphist Air Gunners Bernard Bevans and Dickie Sweet and Observer Len Wilkins (pictured above, left to right).

Graham Mottram, the Museum's curator, declared: "It's a tremendous achievement to have this unique aircraft on display after all these years of anticipation."



Jo'burg party for President

THE President, Admiral Sir Desmond Cassidi and Lady Cassidi enjoyed a naval welcome when their plane had a two-hour stop over at the Jan Smuts Airport.

BRANCH NEWS

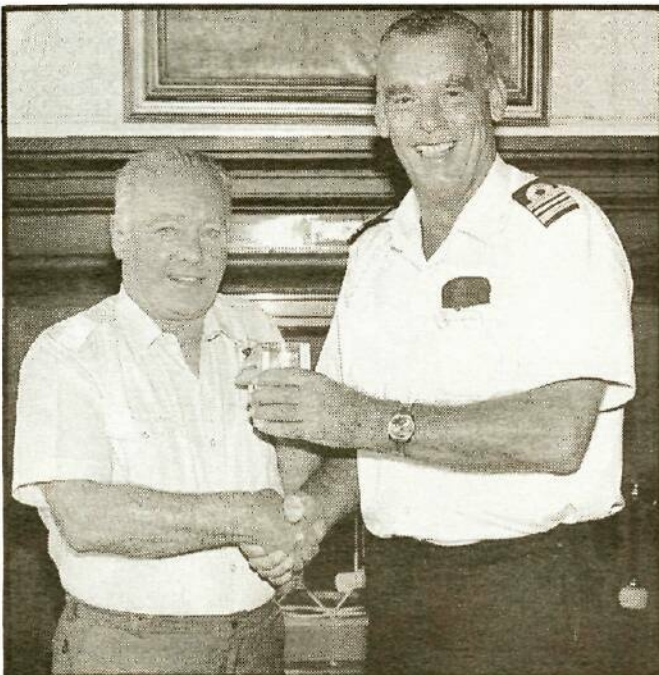
In their honour the Johannesburg branch held a reception in a private room in the airport. Those present included the British Consul General John Doble, the President of the South African Naval Officers Association, Sam Blackman, the branch President, Bill Keeble and 25 shipmates. The Johannesburg branch may keep a low profile and send few despatches but there is no doubt of its loyalty.

At the dedication of Sittingbourne standard the branch president, Surgeon-Lieut. J. Rees RMR, played the organ at the service attended by 250 shipmates. After the service the parade was led by No 2 Area standard bearer, Shipmate Bob Scollick, the branch chairman. He was followed by the branch standard bearer, Shipmate Harry Cowell. The ceremonies over, shipmates and guests enjoyed a reception and dance. A thank you to all who gave support.

Team spirit is the name of the game in Sydney branch, N.S.W. Australia, where three married couples hold office in their respective naval associations — the RNA and the Association of Wrens. They are Shipmates Jim Seager, chairman, and wife, Anne, Dave Bedford, branch secretary, and wife Marjorie and Robbie Robinson and wife Margaret. The ladies hold the offices of president, vice president and secretary of the Association of Wrens (Sydney). If no UK branch can beat this record they will be mighty pleased!

Hereford branch would appreciate any lead on the following signal which has come into their possession. It is inscribed "Officer and Signalling Staff HMS Collingwood from Signaller Doreen Maguire, Bangor, with best wishes, 10 June, 1913." The branch would like to trace its origin and return it to its rightful owner.

Members of Sidcup celebrated the 40th birthday of the



IT'S surprising what turns up at car boot sales, as a member of North Manchester branch discovered when he bought an old tankard.

After it had been cleaned and polished the following inscription was revealed: "Presented to the RN Barracks, Devonport, by Lieut. O.B. Preston Thomas RN, November 1906."

Hon. Pres. of the branch Shipmate Harold Bates and his wife Marjorie, accompanied by Shipmate John Woolham and his wife Hilda, made the journey to Devonport to return the tankard to its rightful place.

Shipmate Bates is pictured in the Officers' Mess at HMS Drake presenting the tankard to Lieut.-Cdr. Stuart Walker.

branch at a buffet dance organised by Shipmate Sid Waller. The happy event was attended by shipmates from neighbouring branches and Shipmate Bert Wells, national council member No 2 Area. A ship's bell was presented to mark the occasion, by the House of Seagrams (Wood's Rum), and in return a branch plaque was presented by the chairman Shipmate Harry Heath.

A thank you to the CPOs' Mess of HMS Exeter from members of Barnsley who enjoyed a memorable visit on board and lavish hospitality. The visitors, determined to recruit more serving personnel, brought a supply of RNA recruiting material with them. Whether they succeed in their efforts, remains to be seen! One thing is certain, however, it did not stop members of the ship's company from enjoying a great evening's entertainment at Barnsley headquarters.

An outing to York, including

a tour of the splendid cathedral and museum, was enjoyed by shipmates of Peterborough as was a visit to the Royal Leamington Spa Club, where after a session of bingo they took to the floor and danced the night away. A thank you from the visitors for a super outing, especially to the ladies of Leamington Spa for providing an excellent supper.

A highly successful concert by the band of the Royal Marines, organised by Dartford raised £2,743.87 to be divided between the Central Charities Fund, the King George's Fund for Sailors with the balance, £343.87, going to the RM Benevolent Fund, Deal.

An impressive ceremony at the Airways Hotel marked the commissioning of St Mawgan branch, attended by the commanding officer of St Mawgan RAF Station, and the commanding officer of the US

Navy Weapon Facility. After the ceremony the following shipmates were elected officers: Mike Freeman (chairman), Bob Addison (vice chairman), Linda Oakley (secretary), Terry Shad (treasurer). The branch meets at the Airways Hotel on the second Wednesday and extends a warm welcome to visiting shipmates.

At the end of the runway at HMS Heron, Yeovilton, is St Bartholomew's Church in the grounds of which lie buried sailors and Wrens, many of whom were under 30 years of age. When the Navy bought the church which was to be demolished, the aim was to have it serve as a memorial. Unfortunately, the money for refurbishment and upkeep has run out and an appeal has been launched to which Wigston and District have subscribed £800. The branch asks others to help by sending donations to: Lieut.-Cdr. N.A. Caws RN, Secretary FAA Church Memorial Appeal, Air Days Office, RNAS Yeovilton, Somerset BA22 8HT.

There were loud cheers at a recent meeting of members of Caerphilly when the chairman welcomed the 100th member, bringing the branch to sixth place in the No 7 Area membership stakes.

REUNION AT BLACKPOOL

IT WAS a brave decision to hold the association's biennial reunion in the Winter Gardens, Blackpool, November 2-3, its first-ever venture outside London, since first held in 1975.

Shipmates gathered in high spirits in the splendid setting of the Winter Gardens for a memorable concert by the massed bands of the Royal Marines, soloist Sarah Walker and a "mystery guest."

Attended by the President, Admiral Sir Desmond Cassidi, the Mayor of Blackpool, Cllr. Jack Smith, and other guests, the programme opened with an impressive parade of standards led by the national standard.

Music by the massed bands of Flag Officer Plymouth and the Commando Training Centre, Lymington, under the direction of Capt. David Cole assisted by Capt. David Rogers, was followed by the appearance of the mystery guest.

Looking exactly like "Mrs T," the former Prime Minister, impressionist Janet Brown quickly had the audience rocking with laughter.

During the interval the results of the RNA grand draw were announced and Admiral Cassidi received, on behalf of the association, a £5,000 cheque, presented by vice-president Shipmate Mike Fogg, of Pusser's Rum.

The Commandos' Big Band Salute to Glen Miller proved a popular opening to the second half of the concert which also included hits from the "Best of the Beatles" end-

ing with a Grand Finale and a superb rendering of "Jerusalem" by soloist, Sarah Walker. She then led the audience in several encores of "Land of Hope and Glory."

To the disappointment of many, high winds and lashing rain on Sunday morning forced the parade and service of remembrance to be held in the Winter Gardens. Otherwise, it was a smooth transition from London to Blackpool.

Credit for its success must go to the organisers, especially Shipmate Hugh Mair, the assistant secretary and the Social and Ceremonial committee.

Rainy display

DESPITE atrocious weather, St Andrew's Church was packed to capacity for the dedication of Paddock Wood (Kent) branch standard. The rain, fortunately eased when 400 shipmates displaying 45 standards proudly marched through the town to music by the Junior Band of the Royal Marines. The salute was taken by Countess Mountbatten of Burma. A thank you to all who gave support.

Trafalgar celebrations

AS sailors, young and old, celebrated Trafalgar, members of the City of Ely branch held a dinner attended by the commanding officer of the Princess of Wales RAF Hospital, Air Commodore Graham Turner and Mrs Turner, and the Mayor and Mayoress of Ely. Shipmate Maurice Hobbs, chairman, presided at the dinner and Shipmate Ray Marsh, the vice-chairman, was Master of Ceremonies.

The rum flowed at Thurrock branch meeting when 150 shipmates marked the anniversary by splicing the mainbrace.

At the celebration organised by Redruth and Camborne there was a surprise in store for Shipmate Jack Harvey, the branch president, who was honoured with life membership. There was a surprise also for those present, when the guest of honour, Capt. Terry Taylor of RN air station Culdrose, delighted all by giving a recital on his clarinet. A special thank you to the ladies for providing a superb supper.

Members of Yeovil celebrated in style at the Ilchester Town Hall, where, after a splendid meal, they enjoyed a talk on the Gulf War by Cdr. Tim Eltringham.

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Old shipmates reunited at last

THE beer flowed, as did the memories, when Shipmate Frank Turner, right, of Nuneaton branch, was reunited after 48 years with former shipmate Roy Cave.

Frank and Roy, who served together in a minesweeper, said farewell to each other on the Mediterranean island of Malta in 1943 with promises to keep in touch — never realising that it would be so long before they saw each other again.

The two men were reunited after Frank approached a local newspaper in Leicester appealing for help to trace his long lost pal.

"At the end of the war things were upside down and it was easy to lose touch," said Roy. "Now we have a lot of catching up to do."

Picture: Nuneaton Herald and Post



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WILLIE THE WASP CELEBRATES**20 years at Manadon**

TWENTY years' service at the Royal Naval Engineering College, Manadon, by their Wasp helicopter, Willie, was celebrated with a birthday cake, ceremonially cut by 20-year-old air engineer Sub-Lieut. Sally Lightfoot.

The Wasp helicopter originally flew from HMS Phoebe before joining Manadon as teaching aid for air engineering students, in October 1971.

Retired

Used for anti-ship and anti-submarine work, Wasp helicopters were retired from front line service three years ago, their role taken on by the Lynx, and Willie himself is now past the age for getting airborne — "We fire him up with rotors running but he remains firmly bolted to the ground," explained Lieut.-Cdr. Nigel Parkinson, head of Manadon's air engineering department.

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"He is invaluable in teaching air engineering officers their trade."

Picture (right) — Sub-Lieut. Sally Lightfoot cuts the cake, supported by the Captain of RNEC Manadon, Capt. Tim England (left) and Lieut.-Cdr. Nigel Parkinson, whilst the ground crew drink a toast.

Photo: Evening Herald, Plymouth

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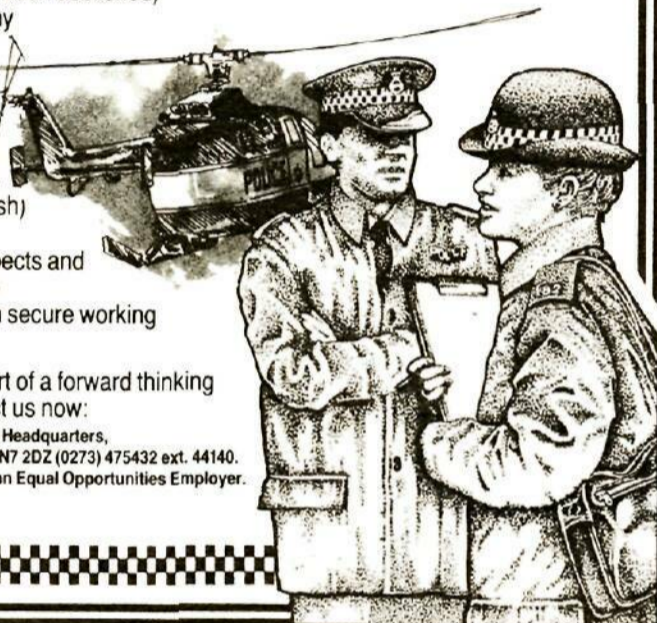
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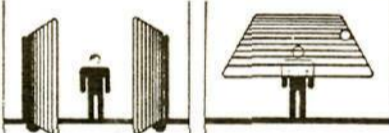
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Consistent Dell is Champion

HOSTED by the Royal Navy, the 1991 Inter-Service Shore, Sea Angling Championship was fished in two zones — either side of Pulpit Rock and Chesil Beach, writes RPO Trevor Sutch.

The RN recorded the best weight and points total on the rocks during day one, with all

NN Angling

six anglers weighing in for a total of 36lb 7oz 12drams. CPO Phil Lambert, the Navy's top ranked shore angler, recorded the best individual weight (10lb 6oz). His best fish of the day weighed in at 2½lb.

Second to Phil was the LAEM Sean McSeveny (Osprey) (8lb 14oz 4drams). The RAF came second in the team competition and the Army third.

The beach zone saw 11 of the 18 anglers bringing fish to the scales. Again the Navy achieved the best weight (7lbs 13oz). CPO Greg Dunn (Cochrane) was the zone's best angler (3lb 4oz).

With two zone victories the first and second placed individuals in each, the Royal Navy went into Day 2 with a convincing points lead. Lambert headed the individuals list, followed by Dunn and McSeveny.

The weather — never good — had worsened by the second day. The RN lead Day 2 on the rocks with the best team weight (28lb 10oz 4drams). Sgt Steve Pope for the Navy was the zone's top individual (10lb 2oz 12drams). As far as I know all the fish brought to the scales were returned.

LAEM Terry Dell (Osprey) was second in his zone, equaling his Day 1 position on the beach. He recorded a rock total of 9lb 15oz and gained an extra point for a specimen corkwing wrasse at 8oz 8drams. His total weight over the two days (12lbs 8oz 8drams) saw him declared the Inter-Service Individual Shore Champion; the title going to the RN for a record fourth time.

This victory must be added to Terry's individual victory in the Inter-Command and victory in the Individual Shore Championships. He is also the British record holder for shore-caught whiting (4lbs and 7drams), a national record which has stood since 1984.

CPO Max Bygrave caught a corkwing wrasse of 9oz, 110% of the NFSA Specimen List and subsequently was awarded the Best Specimen Medal at the presentation. He also won his team an extra point, as did Dunn for his 8oz corkwing wrasse.

The Royal Navy won the Championship for a fifth consecutive year. To reiterate a statement rightly given by Colin Bond regarding his boat anglers, I would like to say that my shore anglers are the best in this country, and are capable of taking anybody on, anywhere, at any time, and win.

Having witnessed the fishing during this Championship I must say that there were many people present who didn't know what to expect from rock fishing. Therefore, they shouldn't have been chosen for this prestigious event.

My anglers lost over 200 leads, but they brought 300; preparation was a very important factor. Leaving the venue an hour before the end or turning up an hour late will never win matches, nor will fishing in somebody else's peg or trying to weigh in foul hooked fish.

Team championship — Day 1: 1. Royal Navy 141pts; 2. Royal Air Force 108; 3. Army 63. Day 2: 1. RN 118; 2. RAF 111; 3. Army 66. Overall: 1. RN 259; 2. RAF 219; 3. Army 129.

Individual championship — Day 1: 1. CPO Phil Lambert (RN); 2. CPO Greg Dunn (RN); 3. LAEM Sean McSeveny (RN). Day 2: 1. Sgt Steve Pope (RN); 2. Sgt Andy Oates (Army); 3. LAEM Terry Dell (RN). Overall: 1. Dell; 2. McSeveny; 3. Dunn.

Conditions perfect at Plymouth

PLYMOUTH was the venue for the 1991 Royal Navy Dry Ski Slope Championships and 150 personnel attended, writes Capt. Keith Mills RM. The competition consisted of three events — the special slalom, the inter-command dual slalom and the individual dual slalom knockout.

The special slalom involved two timed runs with the aggregate time counting towards individual results. The best three aggregate times in any four-man team decided team positions.

Spectators were treated to some

excellent skiing — and spectacular crashes — under perfect racing conditions. Mid. Robbie Moir (BRNC) won,

NN

Ski-ing

with two Royal Marines, Cpls Dave O'Connor and Graeme Golightly, close behind.

HMS Neptune took the newly-presented King's Ski Club Shield in the major team event, with pre-race favourites, CTCRM, only managing second place. RM Plymouth won the minor team event, with 845 Sqn a very creditable second.

The scene was then set for the very

exciting dual slalom events, the first of which was to decide who were to be 1991 Inter-Command Champions.

The WRNS surprised many by putting in some excellent performances to take third place.

Plymouth Command raced well, with Moir and "new boy" JSO Mark Lane (Raleigh) providing the backbone of a very strong team. But even this combination was not strong enough to take the Royal Bank of Scotland Cup from the ever-strong RM team (Mills, Lieut. Cormac Hamilton, O'Connor and Go-

lightly — all Navy team skiers).

The team had the bonus of sponsorship by Labatts Canadian lager, which seemed to give that "little extra!"

Final event was the individual dual slalom knockout. Again Moir triumphed. An excellent performance by LMEA McDougall (Sultan) earned him runner-up spot and Mills was third.

Excellent prizes had been donated by Blizzard Skis, De Paula Sports (Exeter and Yeovil) and King's Ski Club.

If you missed these championships, make sure you don't miss the Royal Navy Alpine Championships in France (January 11-25).

NN

Sport

NN

INNOVATIVE 1992 PROGRAMME

On the slide?

FINAL touches have now been put to the Royal Navy Amateur Athletic Association programme for 1992 and it includes two new events.

In order to extend the season beyond the Inter-Service Championships it has been decided, subject to DNPTS and SROs' approval, to hold a Navy Cup Athletics Match.

This event will take place in July and the winning establishment teams from Command Championships will be invited to compete in the Navy Cup Final.

To minimise expenditure one athlete from each of the five winning establishments (men and ladies) will be able to enter each event. Portsmouth's Mountbatten Centre is the chosen venue.

It is also hoped that there will be an RNAA coach available from March to visit establishments or areas and undertake coaching sessions.

Any establishment or ship wishing to take advantage of this service should contact Lieut.-Cdr. C. Lambhead on PNB ext. 24153.

The Navy Marathon Championships will be incorporated in the Hampshire South Coast Marathon on a virtually flat course beginning in Gosport and travelling through Fareham, Stubbington, Titchfield, Hillhead and Lee-on-Solent before turning to Gosport.

The event, aimed at hardened runners and newcomers to marathons alike, will take place on April 26th and it is hoped it will attract runners nationwide.

Sponsored by Lederle Laboratories and assisted by Ron Hill Sports Ltd, the event is

NN Athletics

being organised by the consortium of Gosport Road Runners, Stubbington Green Runners and Portsmouth Joggers Club. It is hoped to have a large Royal Navy/Royal Marines entry and ships and establishments' sports offices will be contacted.

Organisers are particularly keen to encourage WRNS personnel to enter.

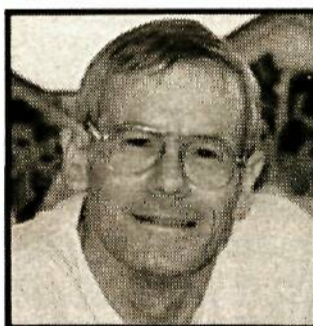
An information line to the Race Director, Mr John Bishop, of Running Plus Sports, Southsea, is now open: tel. Portsmouth 824844 9a.m. to 5.30p.m. or 811789 after 6p.m.

Proposed dates, events and venues for the RNAA in the new year are as follows: January 18: RN Ladies and Juniors v Wales v Army, at Chepstow; January 31: RN Cross Country Championships at Sultan; February 14: Inter-Services at RAF Halton; TBD March: Cs v ECCU at RAF Halton; TBD March: Inter-Service Individual Indoor Championships at RAF Cosford; TBD April: RN v Army v Woodford Green, at Woodford; TBD May: RN v Oxford University v RAF, at Oxford; TBD May: RN v Bedford v Cambridge University, at Bedford; June 19: RN Championships, at Brickfields; July 1: Inter-Service Championships, at Cosford; July 15: Navy Cup Finals at the Mountbatten Centre, Portsmouth; July 16/17: RN Junior/RN Decathlon Championships/10,000m Championships at the Mountbatten Centre; July 30/31: Inter-Service Heptathlon/Decathlon Championships at Cosford; September 27: HMS Sultan

"10" at Sultan; TBD October: Inter-Service Marathon, RAF Swindon; November 1: Washington Marathon at Washington, USA.

● Not bad for 49! Cdr. Brian Davies (Rooke), oldest competitor in a four ships' Gibraltar Rock Race took fifth place in 23 minutes.

He was pitting his stamina against that of 149 runners from HM ships Birmingham, Sheffield, Hermione and Rooke, many of them half his age.



Lieut.-Cdr. Davies

Winner was RO1 David Beckenrager (21) (Rooke), who finished in 21 minutes; some way behind Lieut. Chris Robinson's brilliant 1983 record run of 17.29.

In charge of Gibraltar's Service children's schools, Cdr. Davies said he had been aiming for a place in the first ten. "I'm delighted," he added.

Stephens and Thomas so close

A FIVE man team — Pete Stephens, Steve Thomas, Baz Blanden, Bob Sherwood and Ron Kimber — represented the Royal Navy at the ASA National Masters Swimming Championships.

These were held at the magnificent Ponds Forge Pools.

NN Swimming

Sheffield, used for the World Student Games this summer.

The Navy swimmers acquitted themselves well, with Stephens and Thomas just missing out on medals. The former finished fourth in the 1,500m freestyle and 200m butterfly and the latter fourth in the 100m butterfly.

Particular mention should be made of the seventh position gained in the over 200 years 4x50m freestyle relay. This was achieved after the start was delayed to allow Stephens to complete the tiring 1,500m in the adjacent pool, then rush straight over.

Despite this the team swam two seconds faster than they had done when competing in the over 160 years relay earlier in the Championships.

The RN team are popular competitors on the masters swimming circuit and any ex-RN swimmers who would like to strengthen the team and enjoy the competitive and social spirit of the circuit should contact Pete Stephens on 0705 827788 ext. 272 or Ron Kimber on 0329 281287.

First for Royals

FOR the first time the Royal Marines have won the Royal Navy Inter-Command Squash Championships.

Six senior teams in two leagues competed for the Bawtree Bowl and three Under-25 teams competed for the Bawtree Cup at HMS Drake. Unfortunately, Service commitments prevented most teams from fielding their strongest sides but, as always, all matches were contested sportingly.

In League A, Plymouth beat Fleet and Scotland, and in League B the Royal Marines beat Portsmouth and Air Command.

The strong RM team for the final (pictured with Rear Admiral D. Bawtree) comprised Lieut. Stuart James RM (Royal Arthur), Cpl. Brian Allan (CTCRM), Sgt. Ken Pearson (RM Eastney), Lieut.-Cdr. Alex Johnstone (CGRM) and Lieut. Mike Farrage RN (RM Poole).

All had comfortable wins



over Plymouth — WTR Jason Youdale (Splendid), Sub Lieut. Nick Dymond (Manadon), Mne. Mark Long (RM Stonehouse), Capt. Burton

Toft (MOD Bath) and POPT Chic Murray (SM2).

Portsmouth won the Under-25 competition, beating RM and Plymouth.

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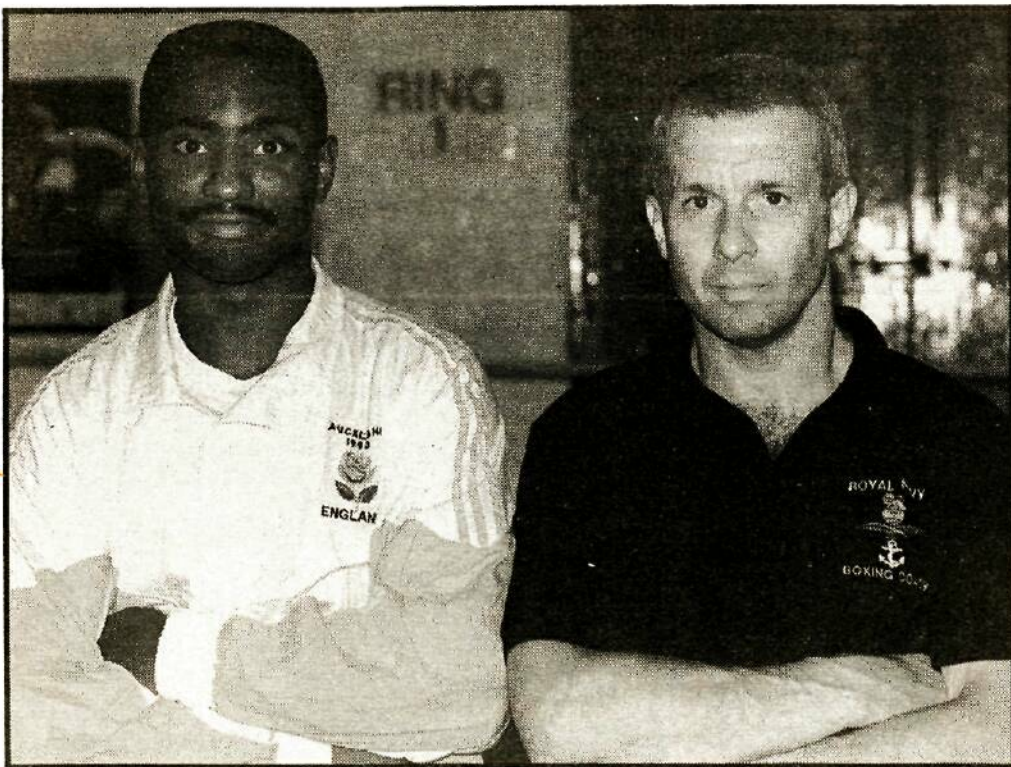
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COACH AGHAST AS TOP BOXER FALTERS



Stopped in the second

CURRENT ABA Middleweight Champion Mne. Mark Edwards dropped a second round shock stoppage defeat in the World Championships in Sydney to the Italian champion, Russo, in his first contest.

The shock resounded around British amateur boxing circles and stunned Navy coach CPOPT Tony Bevel.

"I can't believe it," he said. "He looked so sharp before he left. The national coach and his staff remarked to me how good he looked."

"His preparation for this event has been six months of long hard graft and I have nothing but intense admiration for the way Mark has responded. "The fact that it was a stop-

page shocked me. Mark doesn't get stopped at all so this Italian must be very powerful. Apparently Edwards was well on top but just got caught with two right crosses. I am so disappointed for him."

"The day he left I felt positive that he would do well. The important things now are his frame of mind and whether he has lost his Olympic place. It's a good man who comes back from this disappointment but I'm sure I can pick him up," Bevel concluded.

Some good news for the coach is the selection for England of last season's ABA finalist Mne. Trevor French of 42 Cdo. French will be boxing in his first international vest against Denmark at Bletchley on December 4th.

Mark (left in picture) is pictured with Tony before setting out Down Under.

● News just in — Russo won through to the final, in which he will meet the Soviet boxer Berziak.

JUDGES SAY "GOOD EVANS"

THE Navy boxing season got off to a hot start with a fiercely fought novices competition, attracting over 60 entries.

The usual packed Nelson Gym witnessed the Royal Marines being hard pressed to pip Plymouth Command under former Navy coach, Micky Shone, to lift the coveted trophy.

Fiery confrontations and a high skill factor were the vital ingredients for finals night, and no boxer did better than featherweight Jock Evans (Plymouth) against Portsmouth's Dave Appleton.

Appleton started well enough, but Evans lifted his boxing with a tremendous performance that earned him Best Novice Boxer of the Night.

Results — Flyweight: Coster (Portsmouth) beat Hewer (Plymouth) pts. 2. Bantamweight: Barker (Plymouth) beat Dean (Plymouth) pts. Featherweight: Evans (Plymouth) beat Appleton (Portsmouth) pts. Lightweight: Maddock (RM) beat Caldeira (Portsmouth) pts. Light-welterweight: Higson (RM) beat Mason (RM) pts. Welterweight: Moore (RM) beat O'Connor (RM) pts. Light-middleweight: Leigh (RM) beat Tracey (NAC) pts. Middleweight: White (RM) beat Judd (RM) pts. Light-heavyweight: Hingston (RM) beat Barber (Plymouth) pts. Heavyweight: Massey (NAC) beat Howis (RM) pts. Super heavyweight: Short (Plymouth) walkover. Novice Team Championship: Royal Marines.



Sport



SOARING SEA HAWK CLAWS BACK FIFTH NAVY CUP WIN

HMS SEAHAWK defeated HMS Neptune by 3-2 to win the Navy Cup for the fifth time on a windswept pitch at Helston. Both teams were experienced cup campaigners with Neptune appearing in their second final in three years and Seahawk keen to build on their success in the Bambara Cup, writes *Lieut.-Cdr. Jim Danks*.

Neptune began in determined fashion and took the game to the home side. Their early pressure was rewarded with two goals in the opening 15 minutes. In the seventh minute Harry Holmes headed home from a free kick and after Jim Ford had gone close for Seahawk, Breadle scored a second for Neptune with a fine shot through a crowded area after Seahawk had failed to clear a corner.

Despite these early setbacks, Seahawk maintained their composure and gradually put their game together. When Stuart Adams in the Neptune goal palmed the ball out, Simmons shot narrowly past the near post.

In the 21st minute centre half George Paterson rose unchallenged to meet a corner from McHale and head the ball powerfully past Adams to make the score 2-1.

It was now all Seahawk and it was Ford again who brought a fine save from Adams, when after being fouled, he took the free kick himself but found Adams equal to his effort. Half time came with Neptune glad still to be in the lead.

Within three minutes of the restart, Bob Brady nearly increased the lead for Neptune when he took opportunity of a mix up in the Seahawk goal mouth to take the ball clear of the keeper but could not get any real power into his shot and the ball was cleared.

In the 65th minute following a deep cross from Thwaites, Long side footed the ball to Ford who shot home past an unsighted Adams to level the scores 2-2. Five minutes later Seahawk took the lead when Nigel Thwaites broke free and shot past a despairing dive from Adams into the right hand corner of the goal.

Neptune stormed back into the attack and Oliver was forced to make a fine finger tip

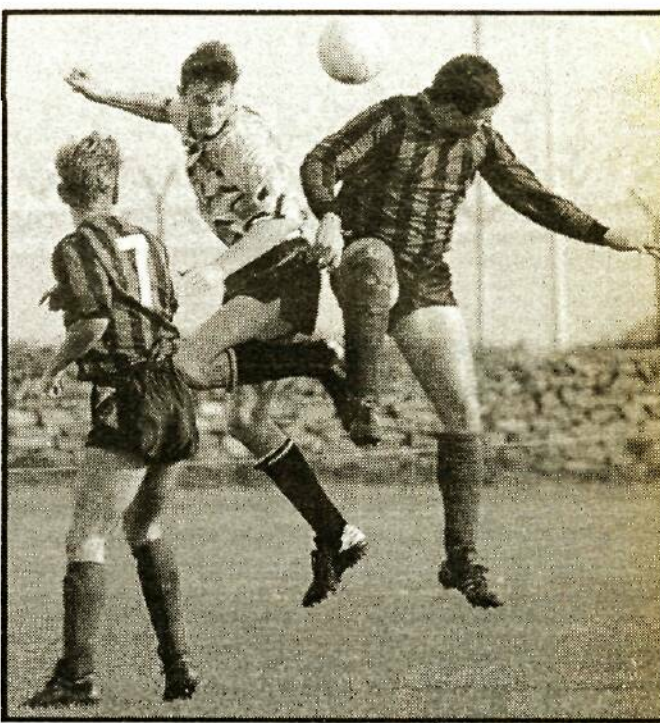
save to keep his side ahead and then McHale cleared off the line.

Neptune threw caution to the winds as they sought the equaliser and Thwaites nearly made it 4-2 but he saw his shot rebound from the post. Seahawk then played out time to achieve a fine victory to come from two goals down. Neptune will rue their missed chances and regret sitting back on their lead.

After the final whistle, Capt Graham Robinson presented the Cup to Jim Ford and medals to both teams and officials. WO Jim McFaul refereed the match and his linesmen were CPO Danny Paterson and Cpl Mark Allen.

HMS Seahawk will be the RNFA representatives in the NAAFI Jubilee Cup.

● December fixtures: The Senior team play the Fire Service at 1930 on Tuesday 3rd December at Burnaby Road. This match was due to have been played on 4th. The Senior team play Gloucester County FA at Burnaby Road on 10 December at 1930 in the first match of the South West Counties competition.



Neptune's LWTR Slinger Wood (centre) and Culdrose's POAEM Dave Howe caught in mid air during the Navy Cup Final. AEA Craig Simm looks on.

Jason and the golden Fleet . . .



A MOST entertaining competition, this year's Inter-Command Tournament final went into extra time and was only decided by penalties, writes *Lieut.-Cdr. Jim Danks*.

Scotland, appearing in the final for the first time, met Fleet, 1990 runners-up.

Each side had won its league — with Fleet overcoming Portsmouth 2-0 and Royal Marines 2-0 and Scotland having beaten a strong NAC side 2-1 and drawn 1-1 with Plymouth.

This was Plymouth's second draw. They had earlier drawn 4-4 with NAC in a most dramatic game, after being 4-0 down with 30 minutes to play.

The final produced a dour battle in which defences generally were too good for both sides of forwards. However, Scotland had two excellent chances to break the deadlock but failed to capitalise on them.

Firstly, with just seven

minutes of normal time remaining CPO Bob Brady shot over the bar, with the goal at his mercy, following good work by Riley.

Two minutes later Fearney shot at close range only for Jason White to make a brilliant save, turning the ball over the bar for a corner.

It was White who had kept Fleet in the final and he was to prove the Man of the Match when the game went to penalties after 30 minutes of extra time had failed to produce a goal.

Each side missed their first penalty. Fleet scored with their second through LS Starkie (Hecla), but Scotland missed.

Goalkeeper White turned goal scorer when he took

Fleet's third penalty and scored to make it 2-0 and SEA Percival (Kellington) scored for Scotland to reduce the arrears 2-1.

POMEA Ormston (Nottingham) and RPO Riley (Cochrane) each scored, to make it 3-2 to Fleet. After LPT Vincent had hit the post for Fleet's last shot, Jason White capped a fine performance by saving LREG O'Donnell's penalty, seeing his side to a most exciting 3-2 win.

This was only the third time that Fleet had won the Inter-Command Competition, following successes in 1985/86 and the Atlantic Fleet's victory in 1926.

Pictured (left) are the triumphant Fleet players.



A pleasure cruise it is not! This shot, taken aboard *Satquote British Defender*, the Combined Services entry in the 1989/90 Round the World Yacht Race, shows the kind of conditions to be expected in the Southern Ocean.

Don't all shout at once!

DEFENCE Secretary Tom King and Field Marshal Sir Richard Vincent, *Chief of the Defence Staff*, have given their backing to a Combined Services challenge for the blue riband event of the ocean racing calendar — the Whitbread Round the World Race.

While MOD will regard the crew for the 1993/94 race as being on active service, all other costs must be met by sponsorship and a small team has been set up to find sponsors.

Also being sought — the best crew the Services can muster. But volunteers, please note:

The Whitbread is not a race for novices. The crew will need considerable experience of high-level, competitive, off-shore racing. Pre-race training in 92/93 and the race itself will ab-

sorb a considerable amount of time. Candidates must ensure their unit and drafting/posting authority will make provision.

All crew members must have a secondary skill, will be required to make a financial contribution and must be totally committed.

Still keen? Applications in the form of a sailing CV together with service details should be made to: Rear Commodore (Offshore) RNSEA, c/o WRTWR Project Manager, Room 316, Ripley Block, Old Admiralty Building, Spring Gardens, London SW1A 2BE. To be received by January 31. Further details and advice — Cdr. Colin Watkins: Tel. 071 218 3468 or Fax 071 218 3463.

GREAT SHOTS

1991 Individual Results: Each winner received a cup and £50 and each prize courtesy of Lambs Rum. Each runner-up received a cup and £25 from Lambs Rum.

RN Smallbore Rifle Champion: CWREN S. Cradock (Seahawk); 2. CPO A. Ball (Daedalus). RN Smallbore Pistol Champion: Lieut. Seymour (Collingwood); 2. CPO Ball. RN Establishment Knockout SB Rifle: HMS Flying Fox. SB Pistol: HMS Daedalus. RN Long Range Smallbore Champion: CWREN Cradock; 2. CPO Ball. RN UIT Standard Pistol Champion: CPO Ball. RN UIT Centre Fire Pistol Champion: RPO McBurnett. RN Target Rifle Champion: CPO Ball; 2. Lieut.-Cdr. C. Dickenson (ARE).

Inter-Service results — Short Range Target Rifle: 1. RAF 1,165; 2. TARA 1,147; 3. RN (record score) 1,131; 4. Army 1,121; 5. RM 1,109. Long Range Target Rifle: 1. TARA 1,083; 2. RAF 1,081; 3. RM 1,075; 4. ARMY 1,059; 5. RN 1,045. Long Range Smallbore (3 matches): 1. Army 21; 2. TARA 15; 3. RAF 11; 4. RN 10; 5. RNR 6. UIT Standard Pistol Match: 1. RAF 3,251; 2. Army 3,234; 3. RN 3,074. UIT Centre Fire Pistol: 1. RAF 3,373; 2. Army 3,380; 3. RN 3,177. CS Target Rifle (quadangular): 1. Combined Services; 2. British Universities; 3. Civil Service; 4. United Banks. CS v England, Long Range Smallbore: 1. England. Combined Services v Great Britain, Standard Pistol: 1. GB 3,341; 2. CS 3,297. CS v GB, Centre Fire Pistol: 1. GB 3,418; 2. CS 3,418 (2nd on count out).



SHOOTING STAR EXHIBITS FINE HAUL OF SILVER

ALTHOUGH the main event of the Royal Naval Rifle Association's calendar, the Services' meeting at Bisley, did not take place this year due to the Gulf Crisis, the RNRA has been active in promoting individual shooting and producing teams for Inter-Service and Combined Service events, writes Lieut.-Cdr. Brian Witts RN (retd.).

Finally, a match has been found for the shooting prowess in all weapons last demonstrated by Lieut. Bounton in the 1920s and Capt. George Looker in the 1960s: CPO Alan Ball (Daedalus), pictured left.

He was selected for the GB Target Rifle Team which toured Canada this year and was second highest scorer overall in the British team in the international events.

This, after his success at the

National Rifle Association meeting at Bisley in July, when

AT a small ceremony at the Target Rifle Meeting, Bisley, this year, Lieut.-Cdr. Witts was given a framed print to mark his retirement as secretary of the RNRA after 14 years. Capt. Alan West, the chairman, made the presentation.

he was the only serving RN

member to make the Queens 100, eventually coming 11th out of 1,200 competitors.

Also featuring in 20 national prize lists — including first in the Admiral Campbell — he was runner-up in the RN Smallbore Rifle Championship, Smallbore Pistol Championship and Long Range Smallbore Championship.

Alan was RN Target Rifle Champion and UIT Centre Fire Pistol Champion. He also represented Britain in the service rifle team.

Danny challenges the world

AMONG a wave of 190 athletes aged from 20 to 40 awaiting the gun starting their challenge for the 1991 World Triathlon Championships in Brisbane was POPT Danny Boon (Haslar).

Most of the waves had numbered around 100 so it was something of a melee as Danny fought to pass through the field of swimmers on the first 700m with the current. The situation eased after turning the first buoy, although the next 750m were against the current.

The three lap cycle followed, on the final of which a spoke went in Danny's front wheel forcing him to take the remaining turns easier than previously.

Next came the run over a two-lap 10k course. This was very demanding in the heat, and included several hills. But Danny made a lot of ground, overtaking athletes on both laps. Dehydration caused problems, and as Danny put it "Crossing the finishing line was sheer pleasure and relief."

Having travelled all the way Down Under, Danny had also signed up for two Australian Masters' competitions — the 5,000m and triathlon. The former took place at Brisbane's QEII stadium and attracted 27 runners separated into two age groups — 30-34 and 35-40.

On the second lap three runners made a break and Danny moved up, staying with them as long as he could but eventually being dropped. Knowing that only two runners in his age group (35-40) were in front of him he concentrated hard.

"Thankfully I managed to hold on and win the bronze medal. I felt over the moon and it really did give me a boost for the next day's triathlon."

This involved a 1,000m swim, 18 mile bike and 5 mile run and began in rain — with the Australians complaining of the cold! The swim was an out-and-back course which looked short and was. Danny was out of the water in under 11 minutes and had pushed through to third place.

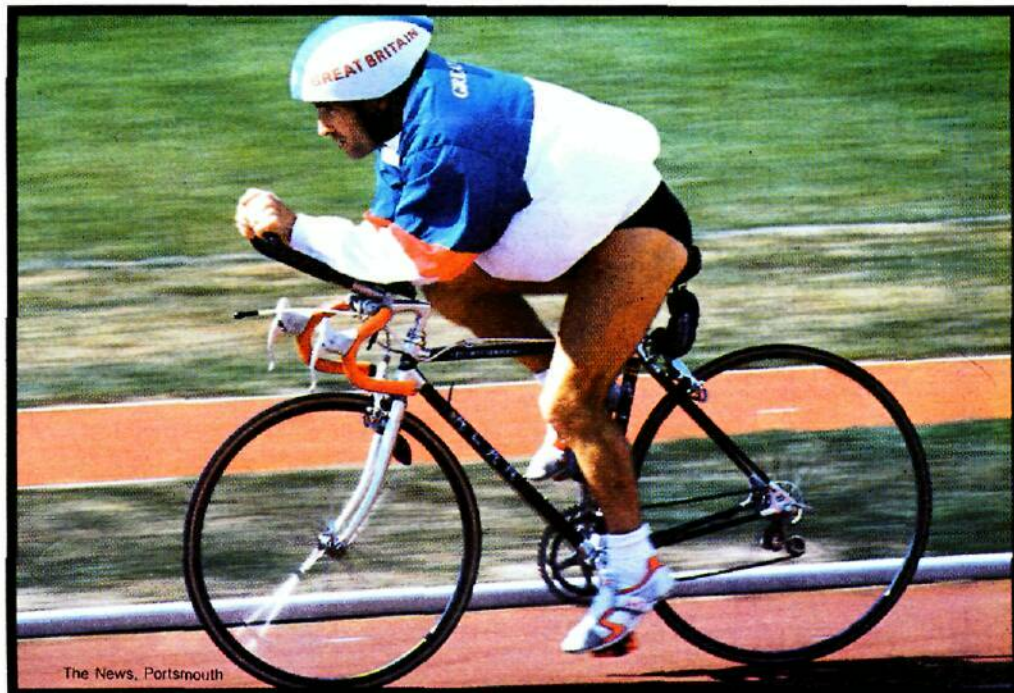
On the bike he took the bends third as the course was wet and gravelly. The run again was an out-and-back and very slippery under foot.

With footwear ill-designed for the conditions, Danny was unable to make much headway until the road began to dry out. Then he moved through the field but was pipped for a medal when overtaken by a 6ft 5in Australian in the last 200m.

Danny attributes his success in the sport in part to Chris Nesbit (Portsmouth Northsea head of swimming), physio Pat Dunleavy and the staff at RNH Haslar. The RN and RM Endurance Triathlon Association granted £150 and sponsor Tyr Sport Inc. provided his clothing.

He added, "It is about time the Navy started to give financial aid to all internationals, whether they are age groupers or not. We are all competing for our country."

"At the Worlds there were five athletes from the Forces: two Army, two RAF and myself. The others were all given support and incurred relatively small costs compared to me."



The News, Portsmouth



Sports lottery is just the ticket

NEARLY £50,000 of the cash generated by the Service's new sports lottery is already being ploughed back for the benefit of Navy sport.

At the same time, popularity of the weekly lottery continues to grow and by 10 weeks of operation, prize money of nearly £45,000 had been distributed to many delighted winners.

When the lottery started in September ticket sales were just over 8,000. By November they had nearly reached 15,000 and were still rising.

From the outset the RN and RM Sports Control Board made it plain that the plan was to assist a broad range of sport and recreational pursuits and, where possible, relieve pressure on the ever-increasing bids to the Sailors' and Fleet Amenities Funds.

The benefit became evident at the winter meetings of the Grants Committees of the funds, held in London in November, when lottery funds

were able to step in and help to the extent of nearly £50,000 — so boosting the chances of more general project bids.

The applications which will be covered by this first cash injection from the sports lottery involve help towards: RM Condor, golf course improvements and maintenance; HMS Cochran, chairlift passes for ski club; Naval Air Command Sub Aqua Club, rigid boat and engines; RN Winter Sports Association, competition fees for inter-Service championships; RM Poole Sub-Aqua Club, diving equipment for use of personnel in Poole and Portland area; British Services Mount Everest expedition, general expenses; Submarine Building Group, Barrow, two Topper dinghies and fitness equipment; HMS Sultan, ice hockey team; Columbus 500 Expedition, contribution to tri-Service team.

In addition the lottery has awarded grants to HMS Birmingham for two seven-a-side rugby teams in the Dubai international championships and to the WRNS charity aerobathon.

Meanwhile, a whole range of appreciative comments have been received from lottery winners. These include: "Thanks

for the wedding present" (from LWRENWTR, HMS Heron); "Great, now we can buy a car" (LSTD, HMY Britannia — a £2,000 winner); "£2,000 next time, please" (Lieut-Cdr. HMS Swiftsure); "Many thanks — the ship's company had a beer on me" (RPO, HMS Peacock); "Thanks. Hope to hear from you again soon!" (POWEM, HMS Neptune).

Says the lottery organisers,

"Remember, to win you must be in! But the overall aim is to help ourselves maintain our quality of life despite decreasing public funds. The target is a complete sell-out of 24,084 tickets and we are now over half way there. Spread the buzz."

● Grants made by the Sailors' and Fleet Amenities Funds will be reported in the January edition.

Sad small ship trio sail away

THE disappearance from the naval scene of three little ships, remembered by many RN new entrants of recent years as providing their first taste of life at sea, will be much regretted by many.

As the HMS Raleigh Seamanship Training Squadron vessels, the fleet tenders HMS Manly, Milbrook and Mentor afforded a week at sea during Level 2 Seamanship Training. Now they have paid off and sailed to Portsmouth to await a purchaser or disposal. The decision was made as part of economy measures.

As well as introducing new entrants to sea life during nearly a decade with the RN, the 143-ton vessels have also been used at different stages for officer training at Dartmouth and for training RNR, WRNR, Sea Cadet Corps and CCF personnel.

During their careers they have operated from the north

coast of Spain to the North Sea and Norway and, combined, steamed some 150,000 nautical miles.



Subs not for sale

A contract worth £7-10m to correct a fault in the Upholder Class submarines' weapon discharge system has gone to Devonport Management Ltd at Plymouth.

First to be attended to will be HMS Upholder early next year, followed by HMS Unseen and HMS Ursula in 1993. HMS Unicorn will be modified during construction.

Asked in the Commons to confirm that a news item claiming the Upholders were to be sold was "completely untrue and without foundation", the Prime Minister said he could confirm this point.

RNXS closures

A COMMONS answer concerning the changes which are to take place in the Royal Naval Auxiliary Service said seven RNXS training centres are to close.

They are: Isle of Man, Broughton Moor, Stornoway, Scarborough, Stranraer, Lowestoft and Canterbury.

Sea leave encouraged

THE amount of accumulated leave which can be taken on completion of a period of sea service is to be reduced from next March 1 from 14 days for each year of service to 10 days for each year.

This means the maximum leave which can be taken in this way will be 30 days for a three-year appointment or draft.

The amendment is not intended to affect leave entitlement but to encourage the granting of leave during sea appointment or draft and not carry it forward to be taken after leaving the ship.

Gong show

PICTURED at Buckingham Palace in November are four of the Royal Navy men who attended an investiture by the Queen to receive awards gained during the Gulf War. This group were among naval personnel involved in arduous and often highly dangerous diving work. From the left, PO(D) Andrew Seabrook, DSM; Lieut. Stephen Marshall, DSC; LS(D) Richard Peake, DSM; and Lieut. Anthony Williams, DSC.

Picture: PO(Phot) Stuart Antrobus

CHANCE TO TAKE FRENCH LEAVE

INSTEAD of buying a French property for time-share letting, the Sailors' Fund has decided first to "test the water" by underwriting the summer season letting of a cottage in a farmhouse complex at Fouesnant, 10 minutes drive from the Southern Brittany beaches.

Bids are now invited for each of 13 weekly lettings starting on Friday June 26 and continuing until week beginning Friday Sept. 18, at £150 a week.

The two-bedroomed cottage, which sleeps five or six, and is well-equipped for a self-catering holiday, forms part of a renovated 18th century Breton farmhouse in two acres of landscaped ground. There is a whole range of sporting and festive facilities in the area.

The letting price, less than half the commercial rate, is made possible by the sum of £3,500 voted by the Grants Committee of the Sailors' Commit-

tee last month, this sum to be offset by rents received for the lettings.

Applications by letter are invited from serving non-commissioned married members of the RN, Royal Marines, QARNNS and WRNS by January 31 and, assuming a draw is needed, this will take place in early February. For successful applicants car ferry bookings to Roscoff or St. Malo can be arranged if required.

Those interested in entering the draw should write, stating the week required, to C/SGT. J. Petrie, Royal Marines School of Music, Deal, Kent. For further information contact WO T.G. Cuthbertson, RM, on HMS Centurion, Ext. 2251.

Polar Circle commissions

A PORTSMOUTH ceremony on November 21 saw hand-over of the Royal Navy's Antarctic deployment role from HMS Endurance to the chartered icebreaker commissioned as HMS Polar Circle.

The ceremony incorporated a service of thanksgiving on the paying-off of the Endurance and a commissioning service for the Polar Circle.

The White Ensign was lowered for the last time on the Falklands conflict veteran and then raised in the Polar Circle after Capt. Bob Turner read the commissioning warrant.

Later the Polar Circle sailed to work up in the English Channel before departing for the South Atlantic in early December.

Earlier, in the House of Lords, Armed Forces Under Secretary Lord Arran said, "If Polar Circle herself were to be accepted into the Royal Navy on a permanent basis, we would then consider the name she would carry through her service life."

He added, "I should like to state clearly and unequivocally that the Government is committed both now and for the foreseeable future to carry out the tasks formerly undertaken by HMS Endurance."

